CHICAGO
AND ITS MAKERS

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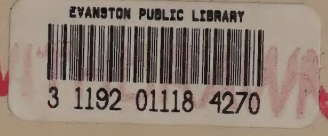

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CHICAGO

AND ITS MAKERS

CHICAGO IN 1857

Courtesy of the Chicago Historical Society

CHICAGO
AND ITS MAKERS

A Narrative of Events from the Day of the First White Man to the Inception of the Second World's Fair

BY

PAUL GILBERT AND CHARLES LEE BRYSON

WITH A CHAPTER ON

CHICAGO HOTELS AND RESTAURANTS

BY WALLACE RICE

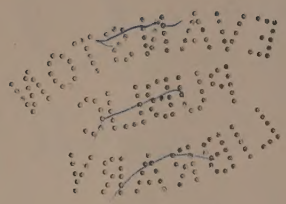
CAROLINE M. McILVAINE

HISTORICAL ADVISER

CHICAGO

FELIX MENDELSOHN, PUBLISHER

1929



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CHICAGO

CHICAGO

In this Chicago let us build our world
Of deed and dream; here let there be unfurled
A flag that tells of service unto man;
Let earnest years evolve a master plan
Whereby this wondrous age may have a voice,
Wherein all generations shall rejoice.
Our destined task is not to reckon gold,
To build wide marts where goods are bought and sold.
Let Beauty bloom! Let Art have here her way
Amid these towers and battlements of gray.
Let Music triumph in these aisles of trade.
For poet-prophets let large gifts be made.
And let there grow fair temples unto God
Who raised our stately portals from the sod.
Then shall our town adorn the honored line
Of Greece and Rome—a citadel and shrine.

THOMAS CURTIS CLARK.

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PUBLISHER'S PREFACE

THE NARRATIVE of Chicago and Its Makers was conceived, not so much as a book, but as a monument, a monument to Chicagoans, living and dead, who have loved and served well their city.

It is a monument by the hands of a number of sculptors. Although the origination of the enterprise was my own, I can but "render unto Caesar the things that are Caesar's." There is Caroline M. McIlvaine, whose steady and ready counsel is the product of more than two decades of service in the Chicago Historical Society, who has largely determined the actual content of the book. To Paul T. Gilbert and Charles Lee Bryson, authors of the text, my warm thanks for their invaluable research and the sparkling products of their pens, nor may I omit the meed of sincere praise due Wallace Rice, an example of that almost extinct type—the old time newspaper man, who, knowing his Chicago, has so delightfully written that part of the book relative to the hotels, restaurants and theatres of the Victorian era. Acknowledgment is hereby made to the Chicago Historical Society for assistance given. To many old residents who have lent rare original photographs and daguerreotypes, sincere gratitude is due.

Having been able to acquire remarkably complete collections of the stereoscopic views of our Chicago of long ago, it is but fitting that acknowledgment be made to those skillful photographers of the past who have preserved our early Chicago for us.

In offering this volume to lovers of Chicagoana I will only add that no effort has been spared by the publisher in the quest for completeness, interest, and accuracy. If it has merits they belong to the able group of associates who have worked together to produce the volume. If there are faults the publisher assumes the responsibility.

F. M.

A HOPE REALIZED

IN several ways this book realizes a hope the present writer has long cherished. First, it gives back to the older generation by means of rare daguerreotypes and stereoscopic views their Chicago of the days before the Fire. More important even than that, it gives to the youth of today a background that looms high and colorful—the city their fathers and grandfathers builded and developed with dignity and beauty from its primitive beginnings.

Never before has been assembled such a panorama of our early business marts, lovely tree-lined avenues, gardens, and places of amusement. Here is a history, not only of architecture in Chicago, but a visualization of its civic development that is an inspiration to good citizenship.

The book will be a boon to those who are striving to prepare logically for the celebration of the completion of Chicago's first century, and it is certain to help parents and teachers to pass on to the rising generation the best traditions of Chicago, in the light of which noble parts will be played.

It would not have been possible to have produced such a volume had it not been for a Chicagoan possessed of an unusual degree of youthful enthusiasm and love for the city of his birth, one who considered no expenditure of time and money too great to secure every rare view and portrait that would add to someone's pleasure. It has been a source of gratification to me to have had a part in this work.

The group of citizens who have rallied to the support of the idea of giving young Chicago an illustrated history have done so as a public duty—an act of faith in the future of Chicago, and in the youth who will be her citizens of tomorrow.

C. M. McI.

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PROLOGUE

By Paul T. Gilbert

VEN as rosy-fingered Dawn, transfiguring the domes and minarets of Bagdad writes a prelude to a glorious day, so we should like to draw aside the curtain on this work, CHICAGO *and* ITS MAKERS, a work commemorating the centennial anniversary of the prairie metropolis, and entered into not without a spirit of reverence and humility, with a fitting leit motif. How in these opening pages, the prologue of the impressive drama to follow, shall one express the heart and soul of that new-world Bagdad, Chicago—hint of its wondrous story; of the achievements of its captains and its kings, its merchant princes?

Words are a poor vehicle. Translated into light, we should have perhaps, a sunrise, with the suggestion of the rainbow in the distance. Translated into art, a prospect of silver towers, rising tier upon tier to dissolve in rosy mists.

Translated into music, the opening measures of the overture would introduce the rushing of the winds over the prairies, the plashing of waters of an azure inland sea, an Indian war-whoop, an Ave Maria as the canoes of Father Marquette and Robert Cavelier de La Salle glide forward to the Land of the Ill-in-ois and the River of the Wild Onion in their missionary conquest of the wilderness.

There would be a dirge as the little garrison, with the women and children—a sad procession—leaves the blockhouse that was Fort Dearborn, only to be cut down mercilessly by painted red men on the sand dunes . . . The merry scrape of the fiddle in Mark Beaubien's inn . . . the rumble of the covered wagon . . . the toot of steamboat whistles.

A confusion of voices as Abraham Lincoln is nominated for the presidency at the historic Wigwam . . . the roll of drums and squeak of fifes and cheering—Ellsworth's Zouaves marching away to war . . . the roar of mighty flames as Chicago, Paris of the western plains, is swept by the fire demon.

A fanfare of trumpets ushering in the pageantry of the World's Columbian Exposition, the dream city of white and gold which, before it faded away, was to make Chicago the world's cultural center, inaugurating a new era for the capital of the Mississippi Valley.

And yet this overture would be inadequate, even with a crescendo movement suggesting Chicago's future greatness as the City of Tomorrow.

Many are the silent forces that have been at work creating not only Chicago's steel mills, grain elevators and stockyards, her banks and industrial houses, but her splendid schools and universities, her Civic Opera, her Orchestra Hall, her Field Museum, her Historical Society, her Art Institute, her unrivaled parks and boulevards.

History is written in marble and in music; in cathedrals and in colonnades; in sky scrapers and factory chimneys. Such are the monuments the builders leave behind them, their pledge to future generations. The march of progress is the march of many feet.

Greece and Rome live in their heroes. The history of modern nations is the history of kings and queens, of popes and bishops, warriors, statesmen, painters, sculptors and the dreamers of dreams.

In every episode, in every golden enterprise, there stands out etched against the background of the multitude, a comparatively few leaders, men and women of brave hearts and sweeping vision, the creators, the master minds, without whom civilization would stand still and progress become impossible.

Chicago, the centennial anniversary of whose incorporation as a village her sons and daughters are preparing to commemorate with another exposition as magnificent in scope, as daring in execution as the incomparable World's Fair, has been fortunate in having leaders whose achievements we admire; who need perhaps only the glamour of tradition and the song of troubadors to enshrine them in our hearts as heroes.

But Chicago is beginning to have traditions. Bards and minstrels have appeared, and many are the names that will live forever in our Hall of Fame. And if this work serves to perpetuate noble memories and celebrate worthy deeds, we shall not, we believe, have labored in vain.

The volume Chicago *and* Its Makers contains rare historical prints—reproductions of scenes long ago erased from the tablet but significant in the city's development—which every loyal Chicagoan would be proud to own. It will include accounts of what the pioneers have accomplished—a saga in itself.

And what do we not owe to these pioneers—unveneered some of them, rough and ready, but the embodiment of the Chicago spirit!

But great as their achievements may have been, and bright their lustre, it is no disparagement to them if we salute the Comers, the new generation of builders who, as the trail-blazers dropped out, stepped in with high courage and ambition to take their places and to carry on.

These are the Men of Tomorrow, the men to whose guidance the destinies of Chicago are entrusted, the men who are to perpetuate the Chicago tradition. And it is to these men that this volume is particularly dedicated.

Chicago since its earliest days has pulsated with life, has reflected the very spirit of undaunted youthful energy. The city which a hundred years ago raised itself, as by its bootstraps, from a grassy marsh; which rose singing from the ashes of a devastating fire; which spread before the world like a flaming banner the miracle of the World's Fair, stands today at the threshold of an era of expansion which dissolves in starry mist.

Chicago never was and never will be exemplified merely in the Union stockyards. Cultural forces, such as the Thomas orchestra, the old Chicago Opera company, the Apollo club, the Art Institute, have been active for some time.

The Columbian Exposition brought out the latent expression of the spiritual in Chicago's life.

Looking backward to a cruder yesterday, to the '80's and '90's, one can find little of the sordid. Prairie avenue was Chicago's Mayfair, and charming hospitality radiated from cultured homes.

There was gaiety as the *haut monde* gathered at Kinsley's to make merry, or as the long procession of landeaus and T-carts carried the crowds out to Washington park on Derby day.

There was art, or a groping after art, as Mme. Patti sang "Home, Sweet Home," before a distinguished audience at the dedication of the Auditorium; as Joseph Jefferson, Irving and Terry trod the boards at McVicker's. And religion as David Swing held his congregations spellbound at Central Music Hall.

The Chicago of those days, with its ornate mid-Victorian buildings and its cable cars rattling along State street is still a pleasant memory.

But overnight, as it were, a change has come. The age of steel construction has retraced our skyline. We awoke one morning to see the sunlight glancing from the classic facade of the Field Museum. A majestic span, wedding the north and the south sides, and converting Michigan avenue into one of the

world's show places, is a dream come true. Soldiers' Field with a colonnade rivaling the glory that was Rome . . . Wacker Drive, materializing from South Water street, and the Chicago river has become the Seine . . . Miles of outer parks and drives reclaimed from the waters of Lake Michigan.

Chicago's progress has been breath-taking. A city of destiny, a city of palaces and wonders assembled by some Arabian Nights enchantment.

The centennial year will again see the inspiration that conceived the Columbian Exposition with its glittering Court of Honor, its electric fountains, the Venetian canals, its peristyle ineffably lovely, its "ball of China" dome of the administration building.

We have had as yet only a hint of the stupendous pageant that will mark Chicago's centennial anniversary. But if the World's Fair is a criterion of what the Chicago spirit can accomplish, we may expect a carnival that will eclipse anything the world has seen.

So let us raise the curtain on Chicago's drama, glance backward at the achievements of yesterday, reconstruct old scenes, reanimate historic characters, but at the same time keep an eye on the horizon as if waiting for the sunrise.

Considering the men and women in whose hands lies the destiny of the Prairie Capital, we have no apprehensions. And it is to these builders, as well as to those who have prepared the way, that the following pages are respectfully dedicated.

An Odyssey of the Wilderness

It was with a sigh of relief that the end of the portage was reached, and the canoes, together with the heavy packs, were set down on the marshy banks of the stream that would carry the adventurers to the Lac des Illinois, and up the shores of this lake to civilization as it existed in New France in the year of our Lord, 1673.

A birch-bark canoe, with its gracefully curved prows and its porcupine-quill ornaments, may be as light as a sea gull upon the waters, but when carried on the shoulders through the underbrush and mire of a winding, mosquito-ridden portage, it drags as a millstone around the neck.

Like turtles emerging from their shells, two bronzed, half-naked figures stepped from beneath the inverted boats. They dashed the perspiration from their foreheads and waved away the cloud of mosquitoes that had followed them.

The other human pack-animals—one or two of them might be distinguished from savages only by their European beards— eased the dunnage from their aching backs and freed their heads from the taut straps that had held the burdens in place. With a bit of flint they lighted their short pipes.

The muskets, the sacks of corn meal, the slabs of dried venison, the blanket rolls, the trinkets carried as gifts for the red men, and the rest of the paraphernalia were deposited on the ground near the canoes.

It was a motley group that was silhouetted against the western sky this September afternoon of that memorable year on the bank of what is known today as the South Branch of the Chicago river, but which was then referred to merely as the Portage.

At the left of the group, his hand cupped affectionately around the dimpled cheek of a little Indian boy, the son of an Illinois chief, entrusted to the leader of the party as a hostage, stood a spare, saffron-haired young Frenchman in the rolled-up black hat and the long, black, cylindrical robe of the Jesuit order. With his free hand he caressed, almost unconsciously, a rosary, suspended from his belt, and his sensitive lips moved softly as if in prayer. He was a frail young man, whose hollow cheeks and sunken eyes rather belied his age, which was hardly more than six and thirty; and to a stranger he would have appeared more suited—as indeed he was—for the world beyond instead of for the wilderness with its untold hardships.

Deep in those violet eyes of his, however, glowed twin sparks of the eternal fire, the light that is not seen on land or sea. For he was Father Jacques Marquette, Jesuit missionary priest, member of a famous and heroic order whose deeds and sacrifices already had been written in gold—if not in blood—on History's pages; whose forerunners had founded missions in the new world, some to be put to torture by the Indians, others to die of privation in the woods.

In his bearing was a hint of the pride that comes of years of service and of long tradition. Born of an honorable family in the far-off province of Picardy in France, highly educated in branches of learning undreamed of in this land of rushing waters, he had long ago cut himself off from civilization to make his home within the shadow of the rude cross of a frontier mission.

The other conspicuous figure was the well-knit, muscular young man who stood beside him. His color was a rich mahogany, hardly distinguishable from that of the savages. Courage was suggested in the lines of his slightly aquiline nose and in his restless, ever-watchful eyes. His long, matted hair hung curling to his shoulders. The firmness of his mouth and chin was emphasized rather than hidden by the flowing mustache and tapering beard that adorned these features. He was clad in a long, nondescript buckskin jacket gathered in at the waist with a faded red sash and trimmed with horse-hair. His calves were bound with strips of leather, and his feet encased in beaded moccasins.

Here was Louis Joliet, the wheelwright's son, a native of Quebec, explorer, soldier of fortune, pioneer, fur trader, who had been delegated by Count de Frontenac, governor of New France, to explore the great river, called by the Indians the Mississippi, and to seek its outlet, whether to the Vermillion Sea (the Gulf of California) or to the Florida or South Sea. Who could tell—notions of geography were still so vague—whether it might provide a route to China, the world's treasure trove, or to the fabulous kingdom of Quivera with its gold and precious stones?

That the Mississippi had been discovered more than a hundred years before by the Spaniard, de Soto, if known at all, either had been forgotten or had never been associated with the legend. But, at any rate, if such a river lay beyond the wilderness, this mighty stream and its rich valley, properly fortified and garrisoned, would greatly extend the far-flung empire of New France.

The friendly Indian guides who had joined the explorers at their village of Kaskaskia on the Illi-

nois river—which Joliet had christened Rivière la Divine—near where the city of Utica now stands, and had escorted them up the Desplaines—or Chicagou—river, and across the muddy lakes and swamps that formed the portage, stood ready to turn back.

The weather-beaten face of Joliet was softened with a smile, and the parting of his beard showed a white flash of teeth.

"And so—farewell, my braves," he said, as he distributed among them tokens of his friendship—beads and knives and little mirrors. "Our dangers are over. We shall go home and tell the great white father at Quebec of the red brothers' kindness. And the great white father will remember."

Solemnly the chief of the Kaskaskias took three puffs from a feathered calumet—the peace pipe—then raised its stem until it pointed in the direction of the setting sun. In silence it was passed around.

"Adieu, my children," echoed the frail priest. "Here is a blessed crucifix for each of you. Fail not to pray to the *bon Dieu.* And here is chocolate for your little ones, the little red papooses of your tribe. And dolls for the little mothers, *n'est-ce pas?* God willing, I will return to you and teach you our gentle Jesus and the Virgin. And we will build a chapel by the river. We will raise the golden corn and live in peace. You are my children and I love you as a father loves his children. . . . *Adieu* . . . and may God bless you. . . ."

Father Marquette made the sign of the cross. Silently the Kaskaskias disappeared, and swallowed up among the reeds and cat-tails, traced their footsteps back over the faint paths beaten by the moccasins of countless generations and known only to the children of the wilderness.

Meanwhile the couriers were busy bestowing the dunnage in the canoes, and as the setting sun painted the waving prairies with fire, Father Marquette murmured his vespers—as he had done years before while studying for his orders at the quiet monastery in France.

And now, with everything in readiness for a resumption of the voyage, he called to his little ward, the tiny chieftain, who, with a gay war-bonnet on his baby head and a toy bow and arrow clasped in his plump hands, had been pursuing a mud hen.

"Come, my little brave, into the canoe with me. Come, *mon petit,* it's time for *l'école.*"

The ten-year-old warrior came running. "He must have dived, that sacre mud hen, down into the hell of the lost souls," exclaimed the little fellow. "I waited, with the bow bent and the arrow strung, for him to come up, but he dived, and after that, *mon père,* I saw him no more."

The good priest laughed. "Surely he has dived, and if not to the lower world, at least to *La Chine*—to China, and would that we could reach that land of gold as soon."

Then, as the canoe, urged on by the stout paddles, and by the monotonous chant of the canoemen, glided down the river, Father Marquette placed a protecting arm around the lad, gathered him to his side, and proceeded to give him his lesson in French.

"*Le bateau*—the boat. The gallant canoe, with the swastika in porcupine quills on the bow for good luck. *Le bateau,* which has carried us so many miles, and which is carrying us home. . . . Inhale, my little one; draw in a deep breath that you may smell the fresh breeze from the Lake of the Illinois.

"*La rivière*—the river, flowing always to the sea which bathes the shores of la belle France. And have we not seen the great river, you and I, with its swirling currents and the great trees and floating islands carried down the stream!

"*Le poisson*—the fish. And what monstrous fish did we not catch in the great river! Like cats they were, my bravelet, with whiskers like a grenadier. But at Quebec shall you see the grenadiers with their mustachios, *mon enfant—mon enfant;* wrap your funny little tongue around that phrase if you can."

And the priest laughed heartily at the little "enfant's" struggles.

"There, there, my small *écolier; bientôt* you will be talking French like an alderman. And when you reach Quebec, what sights shall you not see. The stone forts higher than the picture rocks we passed on the great river. The ugly cannon pointing their noses out of the portholes. The white man's lodges and the white man's canoes—canoes so high no paddle can reach down to the water . . . . and with wings like birds. . . . And the governor with his grand wig and silver buckles. And the grand ladies with their powder and . . ."

If there was a note of wistfulness in the little father's voice, it must be remembered that he had been born in Picardy, the land of moonlight and roses, where it is no sin to be gay, and that for many years he had been an exile from the world, a lone, brave figure in the wilderness.

The birds were singing their evening songs as the canoes, with rhythmic dip of paddles, sped on toward the great fresh water sea. In the violet horizon appeared a star.

"It is Venus, the star the shepherds know well,"

mused *Père* Marquette. "How low she hangs in the evening sky. It is as if she loved the earth. . . . And tonight, as from a golden bowl, the moon will spill her liquid contents on the waters."

Patches of scrub oak and cottonwood were gliding by, patches of goldenrod and asters, and it was not long before the adventurers came within sight of the Lake of the Illinois, the broad silvery bosom of Lake Michigan, breathing softly in the twilight, and obscured by a faint purple haze. It was a welcome sight, as welcome as that of the Mississippi had been.

"Now," observed the little father, "we are on our homeward way."

There was a sand bar at the mouth of the river which turned its course to the south. The party beached their canoes on the sands near the lake shore and made ready for the evening meal.

And now, as their camp fire glows and savory odors arise at this spot in the wilderness which was to be the nucleus of the new world's marvel city, and as the weary pathfinders refresh themselves with fiery draughts of excellent French cognac, it may not be out of place to review the Odyssey and the events that led up to the presence of what, presumably, were the first white men to step ashore on the site of the great city of Chicago.

When Colbert, the French minister, wrote to Talon, intendant at Quebec, suggesting that an effort be made to reach and explore the "great river" and trace its course to whatever sea into which it flowed, and when, acting on this suggestion, Count de Frontenac appointed Louis Joliet to undertake the quest, no happier choice could have been made.

New France, which consisted of a few settlements on the St. Lawrence—Montreal, Quebec and Three Rivers—a few scattered forts and missions located at strategic points on the Great Lakes, and beyond that, an unbounded waste of silent forests stretching away into the unknown, held no terrors for this intrepid young adventurer.

FATHER JACQUES MARQUETTE

"Deep in those violet eyes of his glowed sparks of the eternal fire. A member of a famous and heroic order whose deeds and sacrifices had been written in gold."

Combined with the stout heart and the spirit of the *coureur de bois*, he had a certain tact and personality and a resourcefulness which had won him the admiration and respect of the Indians, whose dialects he spoke like a native, and whose ways he understood. He had, in addition to this equipment, a sound education, for he had studied for the priesthood, having taken minor orders at the age of seventeen, only to renounce them for the call of the red gods. He was engaged in fur trading, an enterprise that was enticing so many young madcaps far into the depths of the forest. Some of these trappers, indeed, had explored the hinterland far beyond the furthermost outposts of civilization, and possibly, even before Marquette and Joliet had reached the lower end of Lake Michigan and made the Chicago portage with the Indians. But they left no records of their wanderings. Few of them could read or write. They found it more convenient to become "squaw men," to paint their faces and to revert to the primitive life of the savage than to remain Europeans.

Joliet could share the tepee of the red man, could squat beside the red man's fires, eat his pemmican and cornmeal and still retain the pride of race. With the possible exception of his friend and fellow explorer, Robert Cavelier Sieur de la Salle, there was no one in all New France better equipped for the daring undertaking.

He made his preparations carefully, and late in the year 1672, set out for the mission of St. Ignace at Michilimackinac to join Marquette, who had been given permission to accompany him.

Marquette and Joliet were no strangers to each other. Theirs was a friendship of long standing built on a foundation of mutual esteem—a friendship now to be tested to its utmost by the hardships and privations of the wilderness.

Marquette, a native of Laon in Picardy, educated in the monasteries of his homeland, had emigrated to New France in 1666, fired by that missionary zeal which had called so many of his brethren to "the place where the foxes say good night," there to announce Christ and the blessed Virgin and to carry the cross to the untutored savage.

He had left Quebec in April, 1688, with the Ottawa flotilla for Sault Ste. Marie, where a Chippewa village was located and where the tribes driven westward by the hostile Iroquois were trying to establish new homes. For eighteen months he labored among them at the mission of St. Mary, then, in 1669, had been called to the Ottawa mission of the Holy Ghost at La Pointe on Lake Superior and on the edge of the unknown. The crude chapel erected here by Father Allouez was, incidentally, the first structure raised by civilized hands in what is now the State of Wisconsin.

It was here, at this lonely outpost, that Marquette had heard the first definite rumors of the "great river almost a league wide" that lay "thirty days' journey" to the southwest from La Pointe.

One day he had been visited by a band of strange Indians. They were Illinois, they told him, and it was from them that he learned of the "Messisipi." They begged him "piteously"—as he wrote later in his journal—to come to them on their prairies, offering to send guides to conduct him safely to the land of the Illinois. And so importunate were their pleas that the good father promised these "lost sheep" he would surely visit them and instruct them at his earliest opportunity. His imagination, moreover, had been aroused by their story, for there was as much of the argonaut as of the missionary in his makeup, and here was an opportunity, he thought, to see for himself what the eyes of no other white man had yet beheld.

He was not to fulfill his promise just at this time, for his Ottawas had begun to desert him, embarking with the Hurons to Michilimackinac, whither he followed them, and it was here, at the mission of St. Ignace, that Joliet found him and imparted to him the glad news that they were to share the adventure together.

Wintering at St. Ignace, they made all possible preparation for the journey, compiling information from the Indians, and charting, from this data, rude maps of the territory to be traversed.

On May 17, 1673, all was in readiness. The blanket rolls, the sacks of cornmeal, the dried meat, the firearms and the trinkets were bestowed in the canoes. Father Marquette's "children" gathered at the shore, not without misgivings, to wish the adventurers *bon voyage* and to receive the farewell blessings of their devoted priest.

They set out bravely, some accounts say with five French canoemen, or it may have been with two Frenchmen and three Indians—or halfbreeds, but it matters not—along the northern shore of Lake Michigan, taking care to avoid the heavy swells, always a peril to a frail canoe.

The first stop was at the mission on Green Bay at the mouth of the Fox river—the *Rivière des Reynards*—established by Father Allouez two or three years previously. Here, at the Mascoutin village, they procured guides to conduct them upstream and across the portage to the upper waters of the Wisconsin, the route followed by Nicollet thirty-five years before, when he explored that river and came so near discovering the Mississippi.

Across Lake Winnebago they paddled, and along the chain of little lakes and streams that connect the Fox and the Wisconsin. Arrived at the latter river, the guides turned back, shaking their heads ominously and remarking on the courage of white men who would venture alone into the land of doubt, to face dangers that could be guessed at.

The treacherous, swirling waters of the Wisconsin were by no means reassuring. It required expert handling of a canoe to keep from being swept into a cross current and capsized. For seven days they glided downstream, zig-zagging around islands thick with vines, dodging hidden logs and snags, passing woods, prairies and hills, and getting occasional glimpses of deer and bear, and even buffalo—a strange, woolly, humped cattle.

Now and then the bark or skin lodges of an Indian village would flash by. Sometimes the savages, who had never seen a white man, would stand gaping in wonder on the shore. Again, the dogs would bark and growl, and showers of arrows, shot from hostile bows, would slash the water uncomfortably near the speeding canoes.

It is a twice-told tale, the story of this voyage,

but one that, because of its relation to Chicago, will bear repeating—an epic, comparable only to the modern airplane explorations of the Amazon.

After having escaped death by a thousand miracles, the adventurers found the shifting, sandy bottom growing gradually deeper, the waters more placid and the land on either side less hilly, as they floated, on a memorable June day, out upon the ample bosom of the Mississippi. It was June 17, exactly a month from the time they had left St. Ignace, but a lifetime computed in terms of experience.

And with what emotion these pioneers regarded the "great river," the river of mystery, the river of their dreams, can only be left to the imagination. Marquette speaks in his journal of having looked for the first time upon this waterway "with a joy which I cannot express."

Along its wooded banks and bluffs were deer, buffalo and wild turkey. Stores of dried meat were replenished by fresh game and even by "monstrous fish" caught in nets and fried over a chip fire.

Here a majestic panorama was unrolled, a panorama worthy of the Father of Waters. The two trail-blazers marveled at the caving banks, the rushing current, and the floating islands carried down to the mysterious sea. Here and there the forests would unfold, permitting a view of vast, rolling prairies beyond.

LOUIS JOLIET

"Who could share the tepee of the red man, squat beside the red man's fires, eat his pemmican and cornmeal, and still retain the pride of race."

Near the mouth of what is known today as the Des Moines river, the travelers made out what appeared to be an Indian trail running back into the woods.

Beaching their canoes, they examined the trail and decided to follow it to wherever it might lead.

Ever alert for danger, they made their way carefully, taking pains not to disturb a branch or twig. They had not proceeded far inland when they heard the clamor of dogs, and a moment later, spied in a clearing among the trees, the brown tops of Indian tepees.

They advanced more boldly and without a show of fear, Marquette holding before him the crucifix suspended from his rosary. Squaws and papooses came tumbling out of the lodges. A group of old men and of the younger braves stepped to the foreground.

"Peace be with you," cried the priest as he made the sign of the cross, while Joliet's beard parted in one of his disarming smiles.

To most of the Indians this was their first sight of a white man, and the more hot-headed among them were inclined to hostility.

There were, however, some of the old men who possibly had seen Jesuit priests before, for they admonished the younger warriors, and came to meet the strangers, raising that welcome token, the calumet.

"We are Illinois," they announced. "Our people await you."

"I am glad to see you, my children," returned the father. "Some of your brothers once visited me at my mission.

With due ceremony the travelers were ushered into the chief's lodge, and while a curious ring of dogs, squaws and papooses formed around them, the peace pipe was religiously smoked and passed around. Questions were asked and answered, and a general powwow ensued. How far was it to the sea? What tribes lived to the southward? How far did the country of the Illinois extend? Was the game plentiful?

Father Marquette lost no opportunity to tell of the Christ who had been nailed to the cross to atone for the sins of all men, and how the red and the white men were brothers under that cross.

Toward evening a great feast was prepared. A deer was roasted whole over the fire; wild turkeys and prairie chicken sizzled on the spit.

When the time came for departure, the Indians implored the white men to remain.

Learning their decision to explore the river and to expose themselves further to the perils of the unknown land, their new-found friends demurred. "It is not safe," they told the adventurers. "The Indians down there are not good. They will kill the white man and will take his scalp.

"Not mine," laughed the good priest, as he indicated his tonsure.

"But the dangers of the voyage will be many," the red men persisted. "Remain with us, where you are assured of a welcome, and tell us more about this Christ of yours."

"As for dangers," replied Marquette, "I fear no death, but regard no happiness greater than that of losing my life for the glory of Him who made us all."

No idle boast, but brave words these, and spoken from the heart.

"But within four moons I will return; we will erect a cross and build a chapel in the woods."

Whereupon, the friendly Indians bestowed their best gifts on the visitors—"belts, garters and other articles made of the hair of bears and cattle, and dyed red, yellow and gray." And also, a magic peace pipe—*un calumet tout mysterieux*—a gaily-feathered charm which had the property, so 'twas said, of placating—as it actually did—the hostile Indians.

But the most affecting gesture of all, and one which bound the two groups in a tie of brotherhood, was the presentation by the chief himself to Joliet of his own little son, one of the likeliest Indian lads imaginable, as a pledge of his friendship and esteem.

An escort of six hundred braves accompanied the adventurers back over the trail to the river, and gave a lusty shout as a farewell.

Down the Father of Waters they proceeded, past the "ruined castles" and the painted rocks, on which were observed crude figures "larger than a calf"—figures outlined, it may have been centuries ago.

Past the confluence of the Missouri, which poured its muddy waters into the Mississippi, together with uprooted trees and floating islands.

Swarms of mosquitoes from pest-ridden swamps added to the discomforts of the voyage, and so intense became the heat of the midsummer sun that it was necessary to erect awnings over the canoes as a protection from its rays.

Savages would appear at a bend in the river and shower the canoes with arrows, but the mysterious calumet never failed to placate them. Eventually the pathfinders encountered Indians with guns, thus indicating communication with other Europeans—presumably with the Spaniards.

As the river broadened on its journey to the sea—they were now within three hundred miles of it—the adventurers were startled by a hideous war-cry, while the water about them was pitted with arrows. They were genuinely alarmed as some of the savages from the shore swam out to them and attempted to seize the bows of their craft.

The magic calumet was held aloft, but its charm apparently had vanished. But for a moment only. The older men of the attacking party noticed it and called to the others to put by their weapons. A parley was held. Gifts were exchanged, and as an indication of their good will, guides were furnished to escort the white men twenty-five miles farther on their journey.

But at this point they were warned of the warlike tribes below and of the certain death that waited them should they proceed.

It was a time for serious reflection. Marquette and Joliet took council. They agreed that the objects of the expedition had been virtually attained. The great river, as their charts now indicated, flowed due south, and emptied into the Gulf of Mexico, or the South Sea, rather than to the eastward or westward. Should they persist and go farther, they might fall into the hands of the Spaniards, and the result of their labors would be lost.

It was July 17, two months from the time they had left St. Ignace. So they decided, and rather wisely, to turn back. They retraced their course as far as the mouth of the Illinois, and continued up this river, past Starved Rock to the Indian village of Kaskaskia, where they were received with open arms and where they procured guides to conduct them over the portage that lay ahead of them.

Marquette could not but be impressed with the beauties of this stream, with its stately sycamores, its bordering woods and prairies, which he described later as "more beautiful than France."

Up the Desplaines they pushed, to the mound which, as the Indian legend had it, was the overturned canoe of one of their ancestors who had escaped the great flood, and up the rapids above the present city of Joliet.

Then, with the aid of their volunteer guides, they made the portage, pausing, perhaps, to marvel at the beaver dam across Mud Lake, and arrived safely, as we have seen, at the "River of Wild Onion," the Chicago River of today.

"This," observed Joliet, as he lighted his short pipe, preparatory to resuming the journey, "will be an important place some day. By cutting a channel through the portage, it will be possible

to travel from lake Erie to the Mississippi by boat."

While his fellow explorer, La Salle, to whom he later confided this scheme, apparently thought but little of Joliet's proposed "ditch," these were prophetic words. Since they were spoken, the wonder city of the West, the Capital of the Inland Seas, has risen Aladdin-like on this spot, and the Mississippi deep waterways program is by no means a dream.

Marquette and Joliet continued their journey to the St. Xavier mission at Green Bay, arriving at this outpost late in September, after traveling nearly 3,000 miles and penetrating the very heart of the continent.

There they spent the winter, Marquette, as a result of long exposure in the wilderness, growing weaker and more fit for heaven as the days went by.

The sequel to this Odyssey is not as happy as might have been hoped. With the breaking up of the ice the following spring, Joliet bade farewell to the companion of his journeys and hastened to Quebec. In water-proof cases he carried his carefully drawn maps of the Chicago portage and the Mississippi valley, together with his "curious relation," the account of the voyage he had prepared for his excellency, Count de Frontenac. He was accompanied by the faithful little Indian lad, who had proved himself an apt pupil and under the tutelage of Father Marquette and his fellow priests, had learned to write as well as to read French.

All went well until the canoe was approaching Montreal, when it suddenly capsized in the swift current. The little Indian boy was drowned, and Joliet himself was saved from death only by what he believed to be the intervention of the Blessed Virgin "who obtained this grace for me from God."

After struggling for several hours, he was dragged unconscious from the icy waters by some passing fishermen who never had been in that vicinity before, and who might not have been there at this crucial hour, had not the divine powers "arrested the course of nature" in Joliet's behalf. The maps, the journals and papers, of course, were lost, and it remained for Father Marquette to give to the world his version of the explorations.

In consideration of his services, Joliet received a grant of the island of Anticosti in the St. Lawrence. His death at the age of fifty-six cut short an active and adventurous life. He was survived by his widow and seven children.

Marquette, meanwhile, had been growing frailer day by day, but with the melting of the snows and the coming of the warm sunshine, he rallied slightly, and was overjoyed later in the summer at receiving orders to set out again for the Illinois mission.

His embarcation was delayed until late in October, when, with chill north winds lashing the lake, it was almost madness to proceed. He had with him, however, two stout hearts, two pairs of willing hands—Jacques and Pierre, hardy woodrangers or *coureurs de bois*, one of whom had been his companion on the memorable excursion of the year before.

The Chicago portage presented a far different picture on this chill December day when the pathfinders, buffeted by wind and wave, found shelter on that desolate shore, than on the occasion of their former visit.

The goldenrod and sumach and the green foliage along the river had given place to barren reeds and branches, and the slopes were white with snow. The river, too, was frozen over. Fortunately, game was plentiful, and while the travelers remained in camp, they killed—if the reports are accurate—"three buffalo and three deer," in addition to a number of partridges and wild turkey.

Following the course of the stream for two leagues, they resolved to winter there as it was impossible to make further progress toward the land of Illinois.

It was the hardships of this winter that undoubtedly hastened Father Marquette's death.

There was a cabin near the portage that belonged to two French traders, Pierre Moreau, known as La Toupine, the Tawney, and another, whose name has been lost to history, but who, because of his crude skill in healing, was referred to as the surgeon. Both these traders were away at their winter hunting grounds, but they had been expecting Marquette, and had laid in a goodly store of provisions which was augmented later by game shot in the forest.

Pierre and his confrere had given the Indians to understand that the cabin now belonged to Father Marquette and that he was not to be molested. The good priest, in his turn, bespoke consideration for the traders, assuring the red men that Pierre and the other would deal squarely by them and were their friends.

From the snow-bound woods these pioneers came occasionally on snowshoes to visit the sick priest, to bring perhaps, a freshly shot hare or a haunch of venison, and to do all in their rough way to minister to the comfort of the invalid. These were happy interludes.

Again, a blizzard sweeping down from the north would bury the cabin under snow and sleet and blot out for days the entire world.

But finally came the breath of the south wind,

and a little later, the first robin with his merry chirp. Clouds of passenger pigeons flew overhead, providing many a welcome meal for the stranded party.

Then, one day, without warning, the melting snows filled the rivers to overflowing so that the banks no longer held. Seeing the flood sweeping across the prairies, Father Marquette cached in trees what provisions there were left and fled to higher ground.

On March 30 he managed to embark, and on the following day reached the spot where the portage had begun in 1673. On April 8 he reached his destination, the Kaskaskia village, where he was received, as he tells us, "like an angel from heaven."

Here a picturesque scene was enacted—one reminiscent of the Sermon on the Mount.

Calling together a grand council of the nation, Father Marquette, in the presence of five hundred grizzled chiefs and old men, 1500 youths, and innumerable squaws and papooses, celebrated mass, and holding aloft large portraits of the Blessed Virgin, preached an Easter sermon on the mysteries of the Christian faith, taking formal possession of the land in the name of Jesus Christ, and dedicating a mission to the Immaculate Conception of the Virgin.

One can picture him, a wasted figure in black, the crucifix in his withered hands, his cheeks flushed, his eyes alight with an unworldly fire, as he thus brought the gospel to the children of the prairies.

The precarious state of his health did not permit of his remaining long among the Illinois. Growing gradually weaker, he decided to leave as soon as possible for Michilimackinac, where medical attention might be had, and after promising to send another in his place, was escorted by the Indians one hundred miles on his return journey. Then, in the month of May, they left him, with his remaining guides, to make his way up the east shore of Lake Michigan.

Never were the woods and lake more beautiful. But for Father Marquette, the sands were running low. On May 19, as his canoe was approaching the mouth of a small river, he whispered the request that he be put ashore.

Willing hands erected a crude bark shelter underneath the trees, and the dying priest was laid tenderly upon a couch of balsam. He apologized for the trouble he was making, and at that, one of the faithful woodsmen who had followed him through so many hardships, turned away, his eyes blinded with tears.

Calmly, while his fingers moved along his rosary, the little father gave instructions for his burial. Then he called his followers together in a circle and administered to them the blessed sacrament. And as he murmured the last words, he slipped away on a new voyage to a greater unknown.

They dug a grave for him under a flowering dogwood tree. His companions pushed on silently to St. Ignace, bearers of sad news.

Two years later, a band of Ottawas, passing the grave, exhumed the body, washed the bones and placed them reverently in a birch bark casket, which they bore, chanting dirges, to St. Ignace for burial under the floor of the little chapel.

Thus ends the life of Pere Marquette, Chicago's patron saint, a missionary of the faith and a worthy member of the Jesuit priesthood.

Firebrand or Calumet?

A PAIR of sharp eyes peering from the underbrush that fringed the shore of Lake Michigan descried, far out upon the sparkling waters to the north, a black speck creeping slowly nearer.

The eyes watched for awhile. Then, through the woods, still bare, though swelling with the breath of spring, there was a flash of a bronze body. Over the winding trail that led inland, the soft patter of moccasined feet.

In the Indian village at the fork of the Chicago river, dogs were barking. Naked children ran hither and thither, getting in their elders' way. Stolid squaws busied themselves over the fires. There was a rattle of bears' claws as the braves donned their gala attire and affixed their ceremonial war bonnets to their heads.

Then, headed by their chief, and followed by a scramble of women and children and dogs, they marched forth solemnly along the river bank, toward the confluence of the river with the fresh water sea.

The speck that had been first seen tossing like a bit of driftwood on the surface of the lake resolved itself into a canoe swept forward by the rythmic dip of paddles. A figure in black was silhouetted against the copper background of the Indian canoemen.

As the villagers, in picturesque array, stood grouped upon the shore, the fragile craft drew near and grated on the sands. Out of it stepped a powerful, dark-visaged man in the sombre gown and rolled-up hat of the Jesuits. His lips moving as if in prayer, his fingers counting off the beads

on the rosary that hung against his breast, he advanced with firm steps and steady glance.

The grizzled chief advanced toward him, a firebrand in one hand, a feathered calumet in the other.

"You do well," said the priest, addressing him in his own tongue, "to offer me a choice. Think not, however, that I hesitate to grasp your firebrand through any fear of the red man, for the chief from whom I come is the mightiest chief in all the world. He is to be likened only to a great tree beside which all other chiefs are as the little shrubs one tramples underfoot. His name causes a thousand kings to tremble and when he strikes, he is more terrible than thunder. The earth rocks and the sea is on fire with his cannon, and he kills his enemies in such numbers that he reckons them, not by scalps, but by the streams of blood which he causes to flow.

"But I come on a mission of peace, to plant the cross on which our Savior died in atonement for the sins of all. It is as a brother and a friend that I come among you. Extend, if you will, the calumet."

The circle of redskins had drawn closer, the women and children still huddling in the rear, stealing curious glances at this paleface who had dropped, as it were, out of the skies.

The attitude of the chief changed. He became conciliatory, almost penitent and his voice was husky with emotion as he made a speech of welcome.

This speech, as recorded by Blackgown himself, Father Claude Allouez, has come down to us, preserved in the meticulously kept records of the Jesuits.

"Father," said this unknown spokesman, "take pity on me. Let me remain with thee. Lead me to my village. My meeting with you today will be fatal unless I profit by it. Thou bearest to us gospel and prayer. If I lose the occasion of hearing thee, I shall be punished by the loss of my nephews whom thou seest so numerous" (there were about eighty braves in the party) "but who will assuredly be defeated by our enemy. Embark then with us, that I may profit by thy coming into our land."

Could anything have been more contrite? These may or may not have been the chief's own words, for Father Allouez, like many of his kind, was not averse to metaphor nor did he halt customarily at exaggeration. May it not be that in his zeal he overdrew the picture a bit and credited the chief with words not in his lexicon?

Memories of the gentle Marquette, however, though it was two years now since his death, may still have lingered in the savage heart. Marquette had prepared the way, and the red men were perhaps the more receptive, the more eager for the message because of him.

Still, one can hardly imagine Allouez other than the master of the situation. A veteran missionary of the cross, for years a companion of the savage, he was more at home with the Indian than with the white.

In a way, if we can judge his character from the records of those days, he was the complement of Marquette, in whom the spiritual was the predominating trait. Father Allouez, one suspects, was something of the politician, a man of shrewd, practical wisdom as well as of undaunted courage and great resource. And he knew well the simple, childlike mind of the aborigine, knew how to talk to him in terms he understood, terms that, if they were to make any impression, must be figurative and highly colored.

It was unthinkable that the ground gained by Marquette should be relinquished by the church—or by the king of France, vascillating and inconstant as he was. For the rude crosses set up by the black-robed priests were but the forerunners of the king's arms, marking the outposts of empire, and to the ever-restless couriers de bois penetrating more and more deeply into the heart of the primæval forest in their quest of furs, were the only signs of civilization.

Allouez, who had been chosen to follow up Marquette's work in the land of the Illinois, had had a wide experience in the wilderness of New France. He had been sent by his superiors in 1665 to grasp the torch dropped by Father Menard who had perished in the woods, either of starvation or at the bloody hands of a savage.

It was Allouez who, in this year, blazing the trail toward the setting sun, had reached La Pointe on Ashland Bay and founded there the Mission of the Holy Ghost which was to fall to Marquette's charge later. There, in a clearing of the forest, he had set up the glittering little altar, with its candles and its picture of the Blessed Virgin; had somehow browbeaten or cajoled the rather supercilious Indians, who regarded such work as beneath their dignity and the province of squaws, into hewing the logs and piling them into the crude chapel, the first structure reared by civilized hand in what is now the state of Wisconsin.

As an envoy extraordinary to the red men, Father Allouez seems to have enjoyed not a little distinction, and his eloquence must have served the French crown to good purpose at more than one tribal conclave.

In 1670 he had visited the village of the Miamis and Mascoutins on the Fox river near Green Bay, returning the following year with a confrere,

Father Claudius Dablon, to quiet a disturbance caused by the rowdiness of the French trappers.

The savages, though in an ugly mood, softened toward the missionaries, and the peace-makers were honored, rather to their amusement, by having a sentry stationed at their door, a stolid warrior who paced back and forth all night, "aping the movements of the soldiers on guard before the Governor's tent at Montreal."

The eloquence he employed in haranging the Indians may be judged from the talk he had made at a big pow-wow of the northern tribes at the Soo. Whether the cross or the crown were uppermost of this theme it would be difficult to say, as, after pointing to the Christian symbol and explaining briefly its significance, he launched into his secondary theme, directing the attention of his audience to the royal arms, and elaborating on the chief of chiefs, who had no equal upon earth, whose wrath was like the thunder, and whose yardstick for his victims was not scalps but streams of blood.

At another pow-wow he had met the venerable Chief Telenchoua of the Miamis and a thousand braves, the chief who, according to Nicholas Perrot, fur trader and government interpreter, who visited the south end of Lake Michigan, and possibly the site of Chicago, two years before the adventure of Marquette and Joliet, "never moved without forty warriors who kept watch day and night about his cabin." Perrot, incidentally, had come to invite Telenchoua to the parley at the Soo, an invitation which his advanced age prevented him from accepting.

Such a man, then, fearless, zealous, energetic and bombastic, was Father Allouez, who, with only redskinned guides as his companions, in October, 1676, embarked from the Francis Xavier mission in a canoe, and six months later, after weathering who can say what storms and blizzards, set foot on the point of sand at the mouth of the Chicago river, to be met by a reception committee of eighty warriors and their chief.

After a brief sojourn at the Indian village, he proceeded up "the river that leads to the Illinois," returned to Francis Xavier, to make a second visit later when his stay was more prolonged.

His trips apparently were in the nature only of a reconnaissance, as there is no record at this time of a permanent mission at Chicago, nor, in fact, until about sixteen years later (1696) when Fathers Pinet and Bineteau are found in charge of the Mission of the Guardian Angel.

Sieur Robert Cavelier de La Salle, however, with his dreams of empire, was beginning to widen the circle of his explorations, and the Jesuit interests and those of La Salle were hostile.

And when Oliver Morel, Sieur de La Durantaye, appointed by the fickle king of France to take over Fort St. Louis, built with such great pains by La Salle and his fidus Achates, Tonty, was in command there, Allouez, the politician, had cast his lot with the new favorite.

Finally, in 1685, the stronghold having been restored to Tonty, Durantaye retiring to Chicago, Allouez accompanied him, and was with him when he built the fort or stockade, to be referred to many years later in the treaty of Greenville. Durantaye's stay was brief, and it is here that Allouez passes from the picture.

A Dream of Empire and Its Fading

THE Odyssey of Robert Cavelier de La Salle is equally an inspiration and a heart-breaking tragedy of high adventure in the wilderness. Only a heart of gold could have withstood the vicissitudes to which he was subjected. Only a conqueror could have seen his bubbles burst, one after another, and kept up his spirit.

ROBERT CAVELIER DE LA SALLE

Here was one who, with the audacity of the high-born, of the true soldier of fortune, had set out, single-handed to colonize the Undiscovered Country, to build an empire.

His game of hide-and-seek with his faithful lieutenant, Henri de Tonty; his castles in the air, no sooner materialized than they crashed about his head; his dreams destined never to come true, but leading him on like a mirage, may be embroidered into a story as romantic as that of Ponce de Leon in his quest of the fountain of eternal youth.

The task of the historian often is depressing, but when a vision such as La Salle's is met with; when one can conjure with such an indomitable spirit, the task is leavened and becomes a joy.

Were it not for such practical dreamers as La Salle, the world perhaps would make little progress.

That no permanent monument remains of his adventure is not to his discredit. This curly-haired, high-booted, aristocratic son of a weathy Rouen merchant is deserving of a place among the immortals.

Had he received from the crown the support to which he was entitled; had the grand monarque of France, Louis XIV, been less concerned in court gaieties and private wars, France, through his efforts, might have obtained a foothold in the new world hinterland from which she would never have been dislodged by the British.

Under other conditions and in other times, La Salle might have been an empire builder. But his dream, while it lasted, was an iridescent one, and as it is, he forms one of the most picturesque figures of Chicago's pageant; Chicago and the Middle West are richer from association with his name.

What could have been the thoughts surging through the mind of La Salle as he sat that September day in 1683 in the log cabin he had built at the "Portage de Chicagou" several months before?

The bitterness because of the treatment he had received recently from the newly-appointed governor of New France (for La Barre had succeeded Frontenac) must have been coupled with a poignant regret that this was perhaps his farewell to the beautiful land of the Illinois, land of his hopes and dreams.

Hardship and disillusion had been his constant companions for nearly fifteen years, ever since he had set out on his first expedition to the Ohio river in quest of the short passage to China and its fabulous riches.

His private fortune had been dissipated in his futile chase after the pot of gold at the rainbow's end; his every adventure seemed to have been ill-starred.

The high-sterned gallant Griffin which he had built for the navigation of the upper lakes had come to grief with her precious cargo of furs.

Fort Crevecoeur—on the Illinois river near the present site of Peoria—had been laid waste not by the Indians, the savage Iroquois who had swept down the Mississippi valley like a scourge, but by the mutinous Frenchmen of his party, men who had sought his death, but who had been surprised and overcome. The Fort of the Miamis, at the south end of Lake Michigan, near where the city of St. Joseph stands today, had met a fate similar to that of Crevecoeur, but had been rebuilt from its ashes. The half-completed ship, tools and materials for which had been transported wearily over miles of snow and ice, inland sea, stream and prairie, also had been left a wreck—the ship which was to be the first on the Mississippi.

The faithful Tonty and the colonists—the Miami and Illinois Indians and the handful of Frenchmen —to be sure, still remained huddled together for mutual proctection at Fort St. Louis—Starved Rock.

But who could predict their fate with that young whippersnapper, De Baugy, in charge, De Baugy, lieutenant of Durantaye, whom the ungrateful governor had dispatched to the "relief" of La Salle?

It had been only a few days ago that, turning back from Fort St. Louis, to which he had been summoned by an urgent alarm relayed to him by Tonty, he had met De Baugy at the head of his relief expedition, and with heavy heart had heard him read the governor's commission, turning the stronghold over to an untried successor.

Louis, the grand monarch, was far away, the center of a gay court across the seas, and justice, if any existed in this topsy-turvy world, could come only from him.

La Salle, who had been compelled to make several trips to France to obtain support in his enterprises, had resolved to make another journey overseas and lay his case again before the supreme tribunal.

Though many days must elapse and many miles of wilderness must be traversed before he could reach his destination, he was already forming other plans, far more ambitious than any he had yet carried out. Houses of cards might fall, but they could always be built up again, and on a more pretentious scale.

This time he would equip a fleet, sail to the mouth of the Mississippi, found a colony, sail up the great stream and establish communication with Tonty, and thus defining the western boundaries of a far-flung empire, extend the vast domain of France in the new world.

Fond dreams, destined like so many to crumble into dust!

Hope, however, was uppermost in this courageous heart, as La Salle composed a letter of good cheer and encouragement to Tonty and to the colonists he had planted at the fort, bidding them, until further notice, to obey the new authorities and to look for his return. This letter, as the fates decreed, was to be his farewell. La Salle was to be successful in his mission to the king. Tonty was again to command Fort St. Louis. But the colony at the foot of the Mississippi was to form a tragic chapter in the history of pioneering.

In the two hundred and fifty years that have elapsed since La Salle's departure from the land of the Illinois, many are the dreams that have been

born here, some to materialize in soaring towers of frozen music . . . in spires and carillons . . . in railroad terminals and busy factories . . . in parks and monuments and fountains and in bizarre streets that are the marvel of the world. There is something in the very atmosphere of Chicago that seems conducive to ambitious deeds and high adventure.

And while La Salle's rainbow faded, its pot of gold crumbled to ashes, he has willed, as it were, some of his dauntless spirit to Chicago—her legacy from days of old—and the city is the richer for these memories and associations.

Of all the gallants who renounced the gaieties of the French capital to seek their fortunes in the stern, uncompromising land known as the new world, La Salle was by far the most purposeful and tenacious, and there was a touch almost of the zealot, the fanatic, in his devotion to a cause.

Of his career prior to the date of his night encampment at the Chicago portage in November, 1679, this narrative is not concerned, save as a background.

The son of a wealthy and aristocratic merchant of Rouen, La Salle, disinherited because of his associations with the Jesuits, set out in 1666 to see what New France had to offer. He was a well-educated youngster, with a flair, his biographers tell us, for mathematics and the exact sciences.

Establishing himself on a grant of land at La Chine rapids—named possibly in derision of La Salle's obsession for discovering a short passage to China—he traded with the Indians and learned their ways and dialects. From them he heard of the Ohio river, which flowed into the "sea," and he determined to explore this stream and ascertain into which sea it was that its waters emptied. Accordingly, he sold his lands to raise funds for the expedition.

At the time of his first appearance at Chicago he was already a seasoned explorer, having reached the Ohio and descended it as far as the falls below the present city of Louisville. He had had experience with treacherous native guides, disgruntled priests and mutinous hirelings. He had known life on the blazing prairie and in the winter forests.

Twice, fired by ambition, he had gone to France to solicit aid in carrying out his plans. He had been successful; his future looked bright. He had been granted a seigniory at the entrance to Lake Ontario, where he built a fort—Fort Frontenac—as a base of operations for his excursions into the West. He had received authority to make further discoveries and establish other forts in the wilderness.

On his return from France in 1678 he had brought back with him a small army, but, best of all, he had brought over Henri de Tonty, a dashing young Neapolitan soldier who had lost a hand in the wars, and who wore, under a glove an iron hand with which he could deliver such a blow as would set even the most stalwart Indian brave reeling.

As Tonty, no less than La Salle, is identified with the early explorations of the district of which Chicago today is the metropolis, a brief introduction to this doughty lieutenant, even at the risk of digressing, may not be out of order.

La Salle, the dreamer, the organizer; Tonty, the practical executive. Here, for the purpose in view, was a rare combination. One supplemented the other. There was no nonsense about Tonty; no tendency to cast aside restraint, "turn Indian" and disappear into the woods to lead the life of dolce far niente. A study of his rather stolid face, his humorous, yet keen and steadfast eyes, his firm mouth, reveals plenty of character, with honor and fidelity and loyalty very much to the front. Nor could there have been a friend more loyal than Tonty. He recognized one superior, and to him, come what might, he remained true. And not his least valuable trait was a willingness to obey orders without question.

HENRI DE TONTY

He approaches an Indian village. The savages may have villainous designs against the white men. A misstep may result in capture and cruel torture. It is necessary to impress these redskins and put the fear of the Lord into their hearts.

"As you will see," says Tonty, addressing himself to the chief, "I am a medicine man far greater than any medicine man you have. I can take this sword and with it can cut off my arm, and feel no pain. I am invulnerable. No arrows can harm me. Then I can put my arm back on again. Look, and I will perform magic."

While his companions preserve with some difficulty a serious demeanor, Tonty, with a flourish, severs his iron hand, brandishes it aloft. The savages look on admiringly at this amazing show of fortitude. The stocky little Neapolitan then fixes

it again in place. He has proved his assertion; he is indeed a great medicine man.

But there is one brave who is incredulous, not so easily deceived as the others.

"Would the white medicine man," he suggests, with the suspicion of a sneer, "allow me, with my tomahawk to cleave away his arm?"

Crack! The iron hand has crashed like a catapult against the unbeliever's skull, bowling the redskin to the ground and rolling him over and over. The other Indians laugh at the fellow's predicament. The challenge will never be repeated. Such a blow only a real medicine man could administer—or it is safe, at least, to give the iron-handed one the benefit of the doubt. Tonty has again proved himself the master of the situation. After that, there can be nothing but the peace pipe and the feast.

But to return to La Salle. He had occupied himself, following his mission to France, in building, at the head of Lake Erie, a gallant vessel, the Griffin, a ship of forty-five tons burden, and in August, 1679, the Griffin, the first of the white men's "canoes" to sail the Great Lakes, was launched with pennons flying, on her maiden trip to Mackinac.

Never were adventurer's hopes higher, dreams more roseate, than La Salle's when, having loaded the Griffin with peltries, with orders to sail back to Frontenac and return for a new cargo, he pushed on in canoes along the west shore of Lake Michigan —of Lake Dauphin, as he called it—with a convoy of fourteen men, intending to skirt the south shore of the lake and make a liaison at the mouth of the St. Joseph river with Tonty and the rest of his party.

Delayed by storms and heavy seas that threatened more than once to swamp the fragile canoes, La Salle made a night encampment at the portage of Chicago, seeking shelter doubtless, behind that spit of sand that jutted out from the lazy river, southward into the lake.

Days of bitter disappointment awaited him on the east shore, however, for Tonty and his men had been delayed, and it was many weeks before they were to come. Meanwhile, there was no news of the Griffin, which was to have put in at this port on her return voyage. La Salle did not know it at the time, but the gallant little ship had come to grief, her precious cargo lost, and would never again so proudly sail the inland seas.

Not waiting for Tonty, but leaving a detail with instructions for his lieutenant, La Salle pressed on up the St. Joseph, dragging the canoes over the snows (for it was then winter) to the headwaters of the Kankakee, reaching in time, the village on the Illinois where Marquette's mission of La Conception had been founded. The Indian village was deserted, the redmen being on a hunt. So the party proceeded down the Illinois river to the present site of Peoria, where a stockade was erected and christened Fort Crevecoeur. Incidentally, the party had dwindled to a mere handful, as singly or in pairs the men had deserted, to disappear into the forest, never to be heard of afterward.

But the indomitable heart of La Salle was by no means discouraged. There was great joy in the camp when shouts were heard one day, and Tonty, with his followers pushed their way through the underbrush, and kisses—in the effusive French manner—were exchanged.

No time was lost in starting construction on the little ship that was to cruise the Mississippi, and for a while the woods reechoed with the blows of hammer and the screech of saw. But the materials, transported by canoe and pack over so many miles of land and water, proved inadequate, and La Salle was forced to return to Frontenac for new supplies. A heart-breaking journey which was to require more than two months, the latter part made drearier by the ill news received at the mouth of the St. Joseph, of the Griffin's fate.

Had he known what was happening at Crevecoeur, however, he would have been downcast indeed. Tonty had proceeded up the Illinois to establish a fortress at that natural redoubt which today bears the tragic name of Starved Rock. During his absence, the men at Crevecoeur had mutinied, and in a spirit of blind vandalism had destroyed the tools and provisions, and had broken up the framework of the ship.

It may be gracious to infer that this act of vandalism was inspired by sheer panic, as it must be remembered, the trail-blazers were cut off from civilization, helpless against any atrocities the Indians might see fit to undertake.

The savage Iroquois, the scourge of the more peaceful Illinois, moreover, were on the warpath, a continual menace. Tonty, with the courage of a lion, met their attack single-handed, and though wounded, displayed such bravery that the wiser heads among the savages induced the hotbloods to retreat, thus allowing the friendly Indians an opportunity to escape. But Starved Rock, for the time, was untenable, and Tonty decided to return to Green Bay via the Chicago portage. He arrived here in midwinter, La Salle, of course, believing he was still at his post—a misunderstanding which was to result in a long search for the faithful lieutenant later.

The mutineers, intent on overtaking La Salle and slaying him, were foiled in this design and captured, after two of their number had been slain, as they were nearing Frontenac.

La Salle was to know the worst when, in November, 1680, he again reached the mouth of the St. Joseph river, where, leaving a part of his force, he pressed on with six followers and Indian guides, over the portage to the Kankakee river, only to find ruin and desolation everywhere. The Rock of St. Louis (Starved Rock) was deserted. The Indian village at Kaskaskia bore silent witness to the raids of the Iroquois. Bleached bones, grinning skulls and the charred poles of the once happy cabins strewed the prairie. Nor was there any sign of Tonty, whose trail had crossed that of La Salle in the wilderness.

Chagrined and dumbfounded, the work of a lifetime wiped out, he proceeded down the Illinois river, only to have his worst fears realized at Crevecoeur. This fortress also was in ruins. As it was impossible, with his small force, to repair the damage, he followed the river to the Mississippi, the goal of his ambition and hopes.

His return trip, made in midwinter over snow and ice, was a bitter one. The great comet of that year, however, a brilliant spectacle in the heavens, might have been regarded by La Salle, as he watched it wax and wane, as a favorable omen. The ice-clad streams and frozen prairies were negotiated safely, and at Fort Miami, his base on the St. Joseph river, he found men and supplies. Reports from the Indians that Tonty had been taken prisoner and burned at the stake proved unfounded, and in June, 1681, La Salle, proceeding to Mackinac, was reunited with his faithful lieutenant after an absence of fourteen months. They greeted each other, so the accounts go, as if "returned from the spirit land."

Early in the fall of the following year a new expedition set out from Frontenac with plentiful supplies, twenty-three Frenchmen and as many Indians, and it was this party that arrived in the dead of winter, suffering from wounds and hardships, at the Chicago portage. The river was a sheet of ice, and a north wind, freighted with sleet, howled over the inhospitable prairie.

Sledges were used to drag the canoes and supplies and the wounded Frenchmen over the seventy leagues to open water on the Illinois river. It was while La Salle lay ill of the fever on the Mississippi, which he had explored, this time as far as the gulf, taking possession of the territory in the name of the French king, that Tonty, hastening north with the good news, again passed through Chicago.

With La Salle's recovery, the two once more joined forces in an ambitious scheme to colonize the land of the Illinois. Operations were resumed with so much enthusiasm that in March, 1683, the palisades and storehouses dominating the Rock of St. Louis had been completed and the royal ensign unfurled over the new fortress.

The Chicago portage was a busy place about this time, for, with the Iroquois storm cloud gathering in the north, the Miamis, encamped along the south shore of Lake Michigan, with the promised protection of La Salle, began their migration overland to Fort St. Louis, where years later they were to make their last stand.

The sky was clouded with the smoke of many campfires as the exodus began, braves leading, the squaws with heavy packs upon their backs, the mangy ponies dragging the travois. They plodded their weary way across the dunes and prairies to that picturesque valley where the gray bulwark of the rock, capped by the palisade and the iron cannon, promised shelter.

While supervising the Indian migration at the Chicago portage in the spring of 1683, La Salle occupied a little stockade or log cabin, and during his spare time, drew up a report on the waterway proposed by Joliet. He was not particularly enthusiastic on the subject, and his practical training convinced him that such a ditch would be impractical.

Later years were to bear out his judgment. On July 4, 1836, after many months of canal talk, Chicago marched out gaily to witness the removal of the first spadeful of earth in the construction of the great Illinois and Michigan canal which was to link the Great Lakes with the Gulf. Heart-breaking disappointments ensued, but at last, in 1848, the waterway was finished, and the first boat made its way along its course. But Joliet's "half league" had stretched out to 100 miles or more, and the cost of dredging had run up into millions.

The "canal that was to make Chicago rich" proved a chimera. La Salle had been right when he pointed out that the head of navigation on the Illinois was not on the upper Desplaines, but at Fort St. Louis, Starved Rock, a hundred miles below.

The canal boats rotted at their docks and moss grew on the tow-paths. The project, however, was to be revived later, and dreams of a Lakes-to-Gulf waterway are today nearer realization than ever, and the time is not far distant when ships of all nations will tie up in the Chicago harbor, bringing cargoes from South America and Europe, and when vessels laden with wheat and ore and merchandise will clear for far-off ports.

La Salle described the "portage de Chicagou" as an isthmus to the west of the "lake of the Illinois" reached by a channel formed by the meeting of many rivulets or rainfalls from the prairie.

"It is navigable," he wrote, "about two leagues to the border of the prairie a quarter of a league

westward. There, there is a little lake divided in two by a beaver dam (Mud Lake) . . . ippi ence flows a little stream which, after meandering half a league among the rushes, falls into the river Checagou (the Desplaines), and by it into the river Illinois. This lake when filled by the great rains of summer or the floods of spring, flows into the channel (the Chicago river) leading to the lake of the Illinois (Lake Michigan), the surface of which is seven feet lower than the prairie . . .

"The river Checagou does the same thing in the spring when its channel is full; it discharges by this little lake a part of its waters into the lake of the Illinois. And at this time, which would be the summer, Joliet says that a little canal a quarter of a league long from this lake to the basin which leads to the lake of the Illinois, would enable barks to enter the Checagou and descend to the sea.

"That perhaps might happen in the spring, but not in summer, because there is then no water in the river as far as Fort St. Louis, where the navigation of the Illinois commences . . . and thence is good as far as the sea.

"There is besides a difficulty that this ditch would not be able to remedy, which is that the lake of the Illinois always forms a bank of sand at the entrance of the channel leading from it. And I greatly doubt, whatever any one says, whether this could be swept away or scattered by the force of the current of the Checagou, if made to flow there, since much stronger currents in the same lake have not been able to do so.

"Furthermore, the utility of it would be small, as I doubt whether, when all was completed, a vessel would be able to ascend against the great flood which the currents cause in the Checagou in the spring, much more violent than those of the Rhone. Then it would be only for a little time, and at most for only fifteen or twenty days a year, after which there would be no more water.

"What confirms me besides in the opinion that the Checagou would not be able to keep the mouth of the channel clear is that the lake is full of ice which blocks the navigable openings at the time in question, and when the ice is melted, there is not water enough in the Checagou to prevent the sand from stopping up the channel. Indeed I would not have mentioned the matter had not Joliet proposed it without having sufficiently guarded against the difficulties."

The sand spit at the mouth of the Chicago river, where it remained for years a barrier to navigation, was well known to early settlers of the city, and it was from this spit that Jean Baptiste Point de Sable—Sandy Point—Chicago's first civilized resident, doubtless took his name.

The annual spring floods on the Desplaines even today are something to be reckoned with.

From his task of superintending the migration of the peaceful redskins, La Salle was summoned by his lieutenant, Tonty, to the newly-completed fortress at Starved Rock—Fort St. Louis, which was again threatened by an Iroquois invasion.

The alarm, however, proved unfounded, and he made preparations to proceed to Quebec.

He had not gone far when he met a body of Frenchmen advancing through the woods. This was an unexpected encounter. No reinforcements had been sent for. What, then was the mission of this party that had penetrated so far into the wilderness?

La Salle was not long in finding out. The party was headed by De Baugy, who with a smile of confidence, came forward and presented letters from Durantaye, the captain of a smart French regiment who had been commissioned by the new governor, La Barre, to supersede La Salle as commandant of the stronghold the latter had established.

One can easily imagine that La Salle was none too pleased at this curt notification, but he accepted the situation with good grace, knowing that he still had a card or two to play.

"You will find Tonty in command," he said. "Turn over your papers to him, and he will recognize your authority."

But to himself he added: "We shall see about this, my young jackanapes. I shall go on to France and lay my case before his majesty."

Pausing at the Chicago portage long enough to write a letter to Tonty, advising him to make the best of things, recognize De Baugy's authority and obey the orders of the governor, the chevalier continued his journey to Quebec whence he departed for France intent not only upon righting his many wrongs, but on interesting Louis in the most ambitious scheme he had yet conceived—the colonization of the Mississippi delta.

Tonty, a bit chagrined and puzzled, yielded command of the fortress to the newcomer, and his presence apparently no longer needed, followed his superior to Quebec. Durantaye, with due ceremony, arrived at the Illinois river fortress a few months later.

He was not long to remain in charge, however, for La Salle, who had a genuine grievance and whose sincerity could hardly fail of making an impression, had prevailed upon the king to countermand La Barre's orders, to restore Tonty—this time with a captain's commission—as commandant of Fort St. Louis, and to issue a new commission to La Salle as commandant of the entire region from Fort St. Louis to the Mexican border.

Tonty, overjoyed at this favorable turn of fortune, retraced his footsteps and came again to the fortress where he was welcomed enthusiastically

by his old followers. Caps were tossed into the air and the woods reechoed with the thunder of cannon.

Durantaye, accepting his defeat with the best grace possible turned his back upon the stockade, but placing his own interpretation on the king's orders, he proceeded to the Checagou portage where he erected a block house and ran up the royal colors. But his tenure was a brief one and he soon faded from the picture.

La Salle's last enterprise, starting so auspiciously, so hopefully, was destined to become the crowning chapter of his life tragedy.

Never did the horizon look brighter; never were the stars more favorable than when the curly-headed chevalier set sail from Rochelle that sunny morning in July, 1684, with the four gallant ships which the king had placed at his disposal.

The pigtailed sailors sang over their tasks as they manned the windlass and invoked propitious winds, as sailors will.

From two of the ships, stout men o' war, iron cannons frowned, and clanking soldiers swarmed the decks, a threat to any Spaniards who might try to oppose an extension of the French domain.

Soldiers of fortune, gay gentlemen in plumes and velvet and top boots, mingled with sturdy burghers who had set their faces toward the land of promise. Priests there were, solemn and black-robed, telling off the beads upon their rosaries or intent upon their little black books. And rosy-cheeked maids, lured on the adventure by the prospect of almost certain matrimony.

Good-byes were said and anchors weighed, and the little argosy was soon lost in the gray mist of the Atlantic.

To Tonty, thousands of miles away in the land of the Illinois, the good news penetrated, and he lost no time in departing for Mackinac to confirm it. More good news awaited him there. Yes, the La Salle expedition had sailed, and, better yet, his enemy La Barre had been succeeded as governor by the Marquis of Denonville.

Despite the drab November skies of that year, 1685, the world looked bright indeed as the old warrior set out in his canoe upon Lake Michigan, resolved to surprise his patron by joining him at the mouth of the great river.

The northwest gales lashed up a sea that all but swamped the craft, and floating ice threatened to send it to the bottom. Beaching the canoe, Tonty pushed on overland. And thus, in midwinter, he arrived again at the Checagou portage where he found to his amazement a stockade newly-built, probably by Durantaye.

Meanwhile, the expedition that had set out so bravely from Rochelle had come to grief. The pilots somehow had failed to locate the "fatal river," as Joutel, the historian of the voyage, refers to it. Blindly they beat their way along the gulf coast, the sailors talking mutiny, the colonists blaming all their woes upon La Salle. The vessels became separated. Two were wrecked. The other two, after landing the more sanguine colonists on the marshy, fever-ridden coast, returned to France.

La Salle, his handsome, aristocratic features now drawn and seamed with care, set out through the jungle in quest of the elusive river. The wretched survivors who remained behind found shelter in a log fortress which they erected near the coast.

Joutel accompanied La Salle as did one of the priests. But others in the party proved treacherous, and toward sunset of a heart-breaking day, he was shot down from ambush by the desperate men, who disappeared into the forest.

Thus, with a black-robe bending over him and administering the last rites of the church, died, in the heart of the wilderness, the gallant La Salle, his dream of empire forever ended, his life work gone for naught.

Tonty, faithful to the last, had reached the mouth of the river and explored the gulf, finding no evidence whatever of the colonists. But before returning to Fort St. Louis, he had left a detachment at the mouth of the Arkansas with instructions to remain on the lookout until further orders.

An entire year passed with nothing to report. Then, one day, halloos were heard in the forest, and Joutel, the priest and five other survivors of the ill-fated expedition, gaunt, famished, resembling wild beasts rather than human beings, staggered into camp, to be revived with hot drinks and food, and to tell their story of La Salle's fate and the desperate hardships they had encountered.

Sadly they made their way up the Mississippi, reaching Fort St. Louis September 14, 1687, more than three years after their happy sailing from the shores of France.

Tonty, one may imagine, was broken-hearted at the news. Joutel, as soon as he was able to travel, left for France to organize a rescue party. But his efforts were in vain. The grand monarch was no longer interested, and the wretched colonists, what few remained of them, were left inhumanly to their fate. Some years later, a Spanish party found a handful of them—a half dozen survivors including one woman—and gave them safe conduct to Mexico.

For fifteen years Tonty remained at Fort St. Louis, holding together 20,000 Indians, many of them from tribes formerly hostile to each other, ruling over them like a father, wielding his iron hand when necessary, and bidding defiance to the English fur traders and the bloody Iroquois.

In 1702, by royal edict, the fortress was aban-

doned, thus ending the tenure of France on the fabulously rich empire of the Mississippi valley which La Salle had given his life to conserve.

France, however, had gained a transient foothold in what is now Louisiana, and Tonty left to join the colonists there. In 1704 an epidemic of yellow fever broke out. The brave Neapolitan soldier proved himself an angel in the days that followed. He attended the sick and buried the dead, until he, too, was stricken, and died a martyr after a life of service so unselfish as to crown him with a diadem of stars.

Visitors at the Guardian Angel

IT WAS Indian summer along the west shore of Lake Michigan. The oak woods were aglow with gold and russet. The maples had hung out their scarlet and yellow banners. The north wind rippled the prairies, still ablaze with goldenrod and purple asters.

In the Indian villages the corn had been harvested and the squaws were pounding it up into meal while the dogs and papooses basked in the sunshine. Most of the braves already had departed for their winter hunt.

A glimpse into the crude log cabin on the ridge that sloped toward the weedy little river now known as the North Branch would have disclosed two rather sickly priests, worn and emaciated after a summer spent with the redskins on the burning prairies.

The walls of the hut were covered with skins, beadwork and pictures of saints. On a tiny altar, spread with immaculate linen, a golden crucifix glowed in the light of the candle. A log smouldered in the fireplace and a mongrel dog basked on the warm hearth.

Suddenly the dog's hackle rose and he gave vent to a sharp bark.

"Listen," said Father François Pinet, as he got up from his rude bunk. "Strangers are approaching."

"More voyageurs perhaps," replied his confrere, Father Julien Binneteau. "These *coureurs de bois* are passing frequently of late. We must make ready to welcome them."

It was not a party of French trappers that was arriving, but a group of Seminary priests led by Jean François Buisson de St. Cosme, which had left Mackinac in September of that year, 1699, en route to the Mississippi.

St. Cosme, accompanied by Fathers Davion and de Montigny, with a small boy and several Indians in tow, drew near, and the two priests who were in charge of the Guardian Angel mission gathered their black skirts about them and ran to meet the visitors.

Kisses were exchanged after the extravagant French manner and the newcomers, wearied from their long journey, were conducted into the hut. No time was lost in procuring a bottle of red wine and poking up the fire by way of preparation for a simple meal.

"We have so little we can offer you," apologized Father Pinet, as he ransacked the strong-box, "but to such as it is you are more than welcome. We must keep everything under lock and key, for the Indians, even the best of them, are such thieves. We grow discouraged trying to teach them... We have been too ill, Father Binneteau and I, to bring down any game, or we would have a fat partridge sizzling on the spit for you. And there is no fresh meat in the Mascoutin village.

"But this wine, it is the bottled sunshine of Bordeaux, and here is some thick chocolate that will warm your hearts. And see, moreover, what I have found for the little garçon—a bit of sweetmeat from France...

"But what news do you bring. Surely we are famished here for news of the great world. Did you possibly see Father Gravier in Michimaquinay? He passed through here not long ago from the Immaculate Conception at the Kaskaskia village.

"Indeed we did see Father James," replied St. Cosme. "Did he not send his blessing and speak of returning to the mission next year. A great student, Father James. You would never suspect what he is doing—nothing less than compiling a dictionary and grammar of the Indian dialects; trying to reduce their picturesque jargon to a system. Quite a task, that, I should say!"

"But you have dropped down from the skies like meteors," said Father Pinet. "How in the name of the *Bon Dieu* did you arrive here overland, and where are your canoes and your luggage?"

"Ah, we have had a hard trip," sighed the other, "but is it not all in the day's work and in the service of the Master... Let's see; what is the date? October 21st? One loses all track of the days here in the wilderness.

"Do you know, we have been more than a month on our way. The new moon there in the west was the same little fish when we set out. We were turned this way and that, and the *Lac Des Illinois* we found marvelously rough. What waves! Through the intercession of Our Lady we beached our canoes some leagues distant. Tonty, de Vincennes and the rest of the party are with them. We came on to reconnoiter... But surely you are

ill, my brothers. Is it the malaria... the flux? Never have I seen such ghostly faces."

"This camping under the stars with the Indians is not the best thing for one's health," conceded Father Pinet. "All day long upon the prairies with the blazing sun upon one's head. And in the winter —B-r-r-r!—wet to the skin from breaking through the ice in the half-frozen marshes. We wrap ourselves in a blanket and lie down, a snow drift for a bed. When the Indians eat, we eat, and when they starve...

"But, at that, we have our fun. Certainly it would amuse you to observe how we make the lazy young bucks work. With what sour faces they hew the logs and drag them in to build the mission. 'Ugh!' they say; 'this is the travail of squaws,' and they actually would stand by when they suspect we are not looking, and force the squaws, forsooth, to do it.

"And what children they are! We have to laugh. But you would be convulsed over our efforts to teach them to plow and to sow in even rows the maize the Great Spirit has given them. Father Binneteau and I actually made them a plow—hewn from a great tree it was—and tried to show them how to use it.

"But to what avail? We blackgowns might be wise and give good gifts and understand how to drive out devils. But the Great Spirit had instructed them how to grow grain, and their way was the best... What would you?" And the good priest shrugged his shoulder in despair.

"Your Miamis and Illinois," said St. Cosme as he smacked his lips over the wine, "are children of peace. They are the friends of the white man, but I do not know how long they will survive with the hostile Iroquois, the Foxes and the Sacs constantly harrassing them as they do. It is the English who are stirring up these warlike tribes. We had an encounter with them not three weeks ago as we were driving our canoes up the Fox river. We had not gone far when we heard a war whoop and these painted 'canoe people' were upon us. It was a miracle that we avoided their arrows. We were forced to turn back and continue our course along the lake which, you may believe, was stormy.

"It was on the seventh, I believe, that we arrived at Melwarik, where the duck and teal shooting was so good that we stayed over for two days, and I assure you we enjoyed good eating."

The reverend father referred to the Indian village which has since grown into the majestic city of Milwaukee.

"Our canoes were tossed about like egg shells on the lake," St. Cosme continued, "and the breakers all but swamped us, heavily laden as we were. We tried the river at Kipikawi (Racine), but found it dry, and were obliged to put out into the lake again. But the waves, my brother, were like mountains, and each moment we thought would be our last. Oh, but we were praying to the *Bon Dieu!* Finally we could weather it no longer, so we put in, drenched and exhausted, beached our canoes, and proceeded on foot to your mission. When the lake calms, we shall bring our canoes up and continue our journey, but the time is short if we are to take advantage of the Chicagou river."

Until late that night the good priests chatted. Fathers Pinet and Binneteau told of how their mission, established in 1696, had been broken up the following year because of the government's hostility to the Jesuits; how, later, it had been resumed and had been trying to carry on against the many obstacles.

It was at that time a branch of the Immaculate Conception mission at Kaskaskia, where Father Marest was in charge. But the Guardian Angel, as well as the Immaculate Conception, was fated to enjoy only a brief existence. The former was abandoned for all time not long after St. Cosme's visit. Father Gravier, returning from Mackinac, found the Kaskaskian mission deserted, Marest and his converts having moved on to the village of the Peorias. Pinet, after closing the Guardian Angel, joined them there, but was not spared long for his work among the savages, as the illness he had contracted from exposure on the prairies proved fatal. The same malady claimed Binneteau.

By the morning of October 29 the storm had abated and a red-skinned messenger announced that the canoes were waiting at the mouth of the river, ready to pursue the journey. De Vincennes, the gallant French officer, left with a detachment for the St. Joseph. Tonty, who had guided the party from Mackinac and who, as we have seen, was thoroughly familiar with the portage, superintended the departure of the priests. Adieus were said, and the expedition set out.

That night they camped on the prairie and were ready the next morning to begin the portage.

But the little boy who had been with them and who had started on alone against the warnings of the priests, was missing. He had evidently lost his way in the tall prairie grass.

There was no response to the searchers' calls. Guns were fired, but to no avail. Nothing would do but to lay down the baggage and scatter over the prairie in quest of the lost lad.

This mishap caused the good St. Cosme untold concern, for not only did he have a fatherly affection for the little fellow and a share in the responsibility for his safety, but the waters were receding

rapidly, and if the journey was to be made, it must be made now or never.

"What shall we do?" exclaimed St. Cosme. "We cannot camp here all winter, and yet, the boy . . ."

"You remain here—we can spare four of the men—and beat the prairies," suggested De Montigny, who was in charge of the party. The rest of us will go on, and you can overtake us later. But I advise you not to linger more than a day, and to start no fires, for the prairie is as dry as tinder, and you would only burn the boy alive."

Turning back over the trail in quest of the little runaway, St. Cosme met his recent hosts, Fathers Pinet and Bineteau, who, accompanied by two Frenchmen, were on their way to join the Indians on the Illinois. They, too, were enlisted in the search. Night came on and no trace of the lad was found.

Morning brought the feast of All Souls, and after early mass, the priests again spread out to comb the prairie and to save, if possible, this little life.

This day, like the first, passed without results, and it was a weary and discouraged group that gathered around the campfire that evening.

"I must go on," announced St. Cosme, "but I will leave Brother Alexander here . . . Remain until you have found him. Some of the woodsmen here will help you."

Accordingly, Brother Alexander returned to the mission for aid, while St. Cosme and the others reluctantly pushed on.

Two weeks passed before a frightened little creature who resembled a wild animal rather than a child, stumbled into Brother Alexander's arms. Starved, weakened by exposure, and delirious, he was unable to give any account of his wanderings or of his long nightmare on the prairie.

St. Cosme and his party returned to the mission in the spring of the following year, only to find it deserted. They remained until Easter before proceeding on to Michilimackinac.

A Message from the Great White Father

THE shouting that accompanied an Indian foot race died into the silence. Those who had bet on the winner collected their wampum, and a hush fell over the Miami camp.

The squaws who had been busy all the morning roasting venison and buffalo steak over the open fire glanced up from their work with an air of expectancy.

A tall, battle-scarred chief strode over to the log cabin on the ridge where the white men had been waiting.

A black-robed priest who had come in with the redskins from their winter hunting grounds welcomed him at the door and made the sign of the cross.

De Courtemanche, an envoy from the great white father at Quebec, who since his arrival over the snow fields from the Indian villages on the St. Joseph and at the Immaculate Conception on the Illinois, had been awaiting this hour, arose and greeted the Miami chief.

"The sun is beautiful today," began the latter, evidently coached by the priest, "for your coming. Our fires are warm because of your presence; our meat the sweeter because you are to eat of it. Will you come and sit with us and join our feast?"

But the Jesuit, ever mindful of his duties, spoke up. "The *Bon Dieu,*" he said, "has been good to us. He has caused the corn to grow and he has filled our bags with fresh meat. Let us first assemble the people in the chapel to give thanks to God."

Into the mission home, dimly lit by flambeaux, filed the half-willing savages, some to kneel devoutly before the picture of the Virgin and the golden crucifix; others to stand haughtily aloof. Sleek, oiled bodies glowing in the candle light. Closely-cropped black hair relieved by brightly-dyed feathers.

The devotions over, De Courtemanche, the priests and the French trappers were escorted to the clearing in the heart of the Indian village, where a great fire was blazing. Around it in a circle squatted the red men, protected from the cold by buffalo robes, the squaws and papooses hovering on the outskirts.

Not a word was said as the chief filled the bowl of the peace pipe with tobacco, lighted it with a coal from the fire, and after taking three solemn puffs, handed it to the French envoy.

Then the feast was served, the barbecued meat, the cornmeal mush, the broiled fish, all in a common bowl, passed from hand to hand.

Slowly the chief arose. "A visitor comes to us from the great white father at Quebec," he announced. "He brings a message and an invitation. He has come to summon the prairie tribes to a general council at Montreal at which the Hurons, Sacs and Foxes, together with the Illinois and the Miami nations are to smoke the peace pipe together, bury the hatchet and pledge themselves to make war no more. Our ears are open. Let the white father speak."

A murmur went up among the Indians as De Courtemanche, divesting himself of his leather jerkin and leggings stepped forth, like a butterfly from a cocoon, in the gay court custume, long-

skirted, olive-green coat, velvet knickerbockers with silver buckles, and gray silk hose.

He made a dramatic figure as he stood there, silhouetted against the wintry landscape.

Lifting a beaver skin from a pile before him, he spoke:

"Here is my token," he said, "that the Miami's troubles are the Frenchman's troubles; that their wars are our wars; our interests their interests."

He went on to describe the invasions of the Iroquois; how these painted savages had stolen the white man's furs, burned his villages and taken his scalp.

"They do the same to you," he added, "but the great white father at Quebec has declared that wars must cease. His children, Iroquois and Miamis, must all live in peace and plant their fields with grain. At Montreal they will come together and smoke the calumet. This is my message, and here is a token to prove it true." And he threw down another beaver skin.

At this point the speaker was challenged by a wrinkled warrior. Could it be, he insinuated with a crafty smile, that the white father at Quebec was afraid of the Iroquois. As for the Miamis, a peaceful enough race if left alone, they had stood all they proposed to from these northern tribes.

"To them the Great Spirit has given the land south of the most distant lake; to us he has given this land around the lake of the Illinois. But the Iroquois are not content. They will not remain in the country the Great Spirit gave them. They have invaded the Miamis and laid waste their fields and villages.

"We have sung our war song against them and are determined to drape our belts with their scalps."

De Courtemanche was on his feet again in an instant. Afraid of the Iroquois? A Frenchman afraid! Never. There was de Tonty of the iron hand. Was he afraid when the northern tribes besieged the garrison at Fort St. Louis; when he stepped out before them alone, the Iroquois guns pointed at his heart... savage fingers groping for his scalp lock... an Iroquois dagger in his side! And there were Frontenac and Champlain... And if the Frenchmen were afraid, why, in the name of the *Bon Dieu,* did they not return to France, where their villages were as thick as shocks of corn at harvest time, their warriors as many as the stars. "Know by this token"—and he threw another beaver skin beside the fire—"that the Frenchman is afraid of no man living."

In the rather awkward silence that ensued, one of the Jesuits spoke up. "No one doubts the courage of the Frenchmen," he said placatingly, "and it is true you have complaints enough against the Iroquois. But away with violence and folly. Our white father sends to us a messenger of peace, and peace, rather than bloodshed, he will have. He loves his children but they must obey him, but you must remember that his arm is long, and if the Miami disregard his orders, the consequences will be upon their shoulders. The white fathers have helped you in your wars against the Iroquois. They have bought your furs, giving you in exchange the things you love the most—tobacco, beads and guns. The least you can do in return is to attend this council. Otherwise, beware."

De Courtemanche was quick to follow up the advantage thus gained. He threw down a long roll of tobacco.

Montreal, he said, was full of tobacco and guns. All could be bought for beaver skins. There would be a great feast. The guns would roar a welcome to the Miami children. And the white father would give ear to all complaints. But let the Miami remember! Their presence was counted on, and if they were not there....

The chieftain took a wampum belt from his waist and presented it to De Courtemanche.

"The Miami will be there," he announced simply.

The Indians returned to their winter camps from which they had been summoned, and again the high ground north of the river of the Wild Onion was deserted, save for the dome-shaped frames of the native huts, a lone cabin or two with a blue pencil of smoke rising from its clay chimney, the musk-rats, the owls and rabbits.

De Courtemanche, who had pushed his way on snowshoes that December in 1702 to assemble the tribes to the great pow-wow, bade farewell to the trappers who had entertained him and proceeded northward.

It was not until the following spring that the Indians returned, the squaws bent double with their heavy packs, and the huts again glowed like jack o' lanterns in the night.

Chichitatato, the venerable chief of the Miamis, from their village on the St. Joseph, led his warriors to the Montreal conference, and canoes filled with redskins sailed with painted paddles down the Chicago river.

Life went on as usual until their return several months later. They had indeed seen the white man's thunder guns, his stone lodges and his winged canoes, and had inhaled the smoke of the council fires of many nations. But the smoke of the home fire was sweet.

The hatchet had been buried, but not for long. France was rapidly losing its hold on the new continent. Fort St. Louis was abandoned. The northern tribes, abetted by the English, continued their bloody raids.

The Pottawatomies and the Fox Indians from Green Bay succeeded the Iroquois in their attacks on the Illinois and Miamis. It was a war of extermination. Villages were burned; women and children led away into slavery. The few remaining trappers, together with the Indian braves, were scalped or tortured—roasted over slow fires or slashed to death. Terrible secrets the prairies could have told, when excruciating death came as a boon and the cries of the victims were hushed by the silent requiem of the snows.

By 1718 the Miamis and Illinois, those that remained of a once powerful and valiant race, had been driven from their home at the south end of Lake Michigan to Starved Rock—the deserted Fort St. Louis, and the territory was occupied only by half-starved, wandering tribes.

The Chicagou portage was abandoned, and several decades were to pass before anything approaching a permanent settlement was to be attempted here.

About this time, James Logan of Pennsylvania, sent by the British government to make a survey of the French routes to the west, reported finding only the ruins of a fort at Chicago.

As late as 1757 one Du Pratz, a resident of Louisiana, wrote of the Illinois route and the Chicago portage: "Such as come from Canada and have business only on the Illinois pass that way yet; but such as want to go directly to the sea go down the river of the Wabache to the Ohio and from thence into the Mississippi."

The time came when the fleur de lys was lowered from Fort Chartres on the Mississippi, the only remaining French stronghold in the West, and in 1765, Chicago and the Country of the Illinois came under the British flag.

In 1769, Pontiac, the great Ottawa chief, was assassinated, and the Indians were held to blame. The Pottawatomies, with their allies, the Ottawas and Chippewas, closed in upon the refugees at Starved Rock.

The siege lasted for twelve days. Here, on this pinnacle overlooking the Illinois river, the women and children of the beleaguered tribe were huddled together for protection. Some, in desperation, leaped over the parapet to certain death. The survivors, making a dash for liberty, were ruthlessly cut down. The northern tribes remained dominant in Illinois until the American Revolution.

The barbarian incursions were not ended until 1794 with the victory of Mad Anthony Wayne over the Western confederacy, followed by the treaty of Greenville, at which Chief Little Turtle of the Miamis defined the boundaries of his nation in a paragraph significant to the present generation of Chicagoans.

For, ceded to the colonists, was "a piece of land six miles square, at the mouth of the Chicago river, where a fort formerly stood." Possibly the fort built by Durantaye, discovered by Tonty and noted by James Logan.

Sura-we-wo-nee, Pottawatomie chief of the prairies was a witness to this treaty of Greenville. We shall meet him later in connection with the Fort Dearborn massacre.

"Well Educated, and Settled in Eschikagou, but Much in the French Interest"

THE British commander at Detroit glanced up humorously and with half-concealed admiration at the tall, graceful, well-mannered negro who had been captured on the Rivière du Chemin, near where Michigan City now stands, and brought in by a detachment under Lieut. Thomas Bennett of the King's regiment.

Along the whitewashed walls of the British headquarters, red-coats, as stiff as tin soldiers, stood at attention, their muskets at rest.

They made an appropriate frame for the picture of which this powerful black man, in the buckskin garments of the trapper, was the central figure.

"You say your name is . . . . ."

"Jean Baptiste Pointe de Sable. Sandy Point, as you would call it," answered the prisoner proudly.

The commander referred to the report on his desk.

"Baptiste Pointe de Sable, a handsome negro, well educated and settled at Eschikagou, but much in the French interest."

It had been written by Col. Arent Schuyler de Peyster, British commandant at Michilimackinac—the only pen picture, unfortunately, that we have of Chicago's first permanent settler.

"Fought like a demon, he did," spoke up Corporal Tascon, who had brought de Sable to Detroit. "It was a merry chase he led us over the marshes; trying to escape, he was, to the Illinois and the village of the Peorias. Egad, it was all I could do to prevent our Indians from burning his hut at Eschikagou.

"Living like a king, swigging whisky and getting the Indians drunk. Tried to persuade the Pottawatomies he was a great chief, and was trying to place himself at the head of them. Fine business

I call it, practising voo-doo on the savages. Some of them looked on him as a big medicine man, at that."

"Let's hear something more about you," suggested the commander. "Where do you come from? Are you an agent of the French government? Do you sell whisky to the Indians, and have you set yourself up among them as a chief?"

"I am from San Domingo," was the reply, "and for some time before settling at Eschikagou I made my home among the Peorias with my friend Glamorgan, also a Domingan. And, as you know, sir, for sixteen years, since the war between England and France was terminated by the fall of Quebec, the French government has maintained no agents in this territory. I have the honor, sir, to introduce myself merely as a trader, gaining a living from the sale of my furs at Michilimackinac.

"If I have perhaps made certain representations to the Indians, believe me, it was not for the purpose of arousing them against the British, but merely in their own interests—and mine. And, as for giving them liquor, who could ever trade with them and get the better of a bargain without doing so. I hope you will believe me, sir." And he smiled rather whimsically as he awaited the verdict.

Pointe de Sable, this mysterious "Emperor Jones," this adventurer into the wilderness, was not held, but allowed to return to his cabin at the mouth of the Chicago river, resume his trading with the Pottawatomies and to get drunk with them as the spirit moved him.

He had come there the year previous, in 1778, and was well known to the occasional voyageurs who, despite the perils of the Chicago route, passed by occasionally on their journeys from the Great Lakes to the Illinois, many of them never to return. Antoine Deschamps, Antoine Besom—names only —were among these voyageurs who doubtless found good cheer at the lonely cabin of this handsome and persuasive San Domingan.

In 1794 he was visited at his frontier domain by one Perish Grignon, who reports only that his host "drank freely"—even for those days when whisky drinking was something of an art. "He had some kind of a government commission," Grignon adds indefinitely, "but from what government I do not know."

It would be very interesting to know about this John the Baptist of the western wilderness, who, at a time when too-venturesome Frenchmen were being scalped or burned at the stake, built his cabin on the sand point jutting out at the mouth of the river into Lake Michigan; who traded with the Indians, gave them plenty of liquor, drank heavily, and was ambitious to become a chief.

"Settled at Eschikagou very much in the French interest" long after the French flag had been lowered at Chartres. "Well educated"—possibly in Spain.

As the Indians used to say paradoxically, "the first white settler at Chicago was a black man." But was he? We have a tradition that "St. Ange or Pelate" had a cabin here in 1765, and that in 1778, when Pointe de Sable came here, there was a French trader by the name of Guarie—or Garay —living on the north branch of the river not far from where you will find Fulton street today. The house, we are told, was enclosed by pickets and the Indians referred to the river as Garay creek.

De Sable remained in Chicago eighteen years. In 1796 he sold his cabin to Joseph Le Mai, who occupied it with his squaw until 1804, when he, in turn, disposed of the property to John Kinzie. De Sable, disillusioned, no doubt, or tired of the solitary life, went back to his friend Glamorgan among the Peorias, where he died in 1796, having contributed a brief but picturesque chapter to the history of Chicago.

Chicago's first real estate operation oddly enough, dates back to 1773, five years before the time of De Sable.

It was William Murray, an Englishman and a resident of Kaskaskia settlement, who tried to swing the deal. In the presence of a group of British officers and Indians, this pioneer subdivider, who was born only about one hundred years too soon, negotiated for two tracts of land east of the Mississippi, one north of the Illinois, and extending all the way from that river to a point beyond the present site of Chicago. For a consideration of five shillings and "certain goods and merchandise," including perhaps iron pots, tobacco and whisky, he was given a deed to this tract, his line running "to Chicagou or Garlick creek."

Whereupon, despite the fact that the land west of the Alleghenies was held as crown territory and an Indian reservation—a fact which incidentally helped to precipitate the American Revolution—the ambitious Mr. Murray proceeded to organize a land company.

His operations were brought to a halt by the Revolution, but in 1781 he submitted his claims to the American congress at Philadelphia. His petition was dismissed, and Mr. Murray found himself landless. By the treaty of Greenville six square miles of the land in question was ceded to the United States in anticipation of its use as a military post.

With only one civilized resident, De Sable, the tremendous events of the Revolution passed unnoticed in Chicago. What has become known, however, as the battle of South Chicago, though it

was hardly more than a raid—occurred December 5, 1780, in the prairie near the Calumet river.

During the absence of George Rogers Clark, who after a surprise attack had lowered the British colors at Kaskaskia and run up the American flag, a party of seventeen nondescripts from the command at Cahokia decided to embark upon an expedition of their own. Recruited probably from the French residents of the settlement, the raiders were in command of Jean Baptiste Hamelin, a half-breed, with Thomas Brady, the only American in the party, as lieutenant.

Their objective was the tiny British fortress at the mouth of the St. Joseph, a blockhouse garrisoned by only a score of regulars. The Indians were on a winter hunting trip.

Taking the place by surprise, the invaders were escaping with their loot and were homeward bound via the Chicago portage when, at the Rivière du Chemin—now Trail Creek, near Michigan City—they perceived that the British, who had collected the Indians, were in pursuit. Hampered by their plunder, the Cahokia boys made slow progress, and on reaching the Calumet river were obliged to turn about and fight. In the exchange of shots that followed, four of the Hamelin party were killed. Three escaped, and the rest, including Lieut. Brady, were captured. But at British headquarters there was little disposition to regard them as legitimate prisoners of war, thus casting a slur upon the only "battle" of the Revolution fought in the neighborhood of Chicago.

Foreshadowings of a fortress at the mouth of the Chicago river reached the ears of a progressive trader, William Burdette, at St. Joseph, who, writing to his supply house at Mackinac in 1798, announced his plans for opening a store here. He "had a house" there already, he added, and, if the garrison came, would require "a good deal of liquors and other articles for the post."

This enterprising merchant, however, was not there when the American troops finally arrived. For their "liquors and other articles" the soldiers had to depend only on Le Mai, Antoine Ouilmette and a French trader named Pettell, the latter two having come with their squaws before 1796 and built a cabin just north of Le Mai's.

Of Ouilmette and his Indian wife, Archange, we shall hear more presently, for it was in Ouilmette's garden, among the currant bushes, that William Griffith, quartermaster of Fort Dearborn, concealed himself on that ill-fated day of the massacre, until, disguised as a voyageur, he managed to escape with the Kinzies. And it was Archange who became a heroine by preserving the life of Mrs. Heald, wife of the commanding officer.

Hennepin's Map of 1683.

Soldiers in the Woods

THE chatter of birds, protesting against the violation of their sanctuary; the ring of axes against oak, and the agonized shriek of ripsaws, none too sharp, shattered the silence of the woods north of the river.

It was a sultry day in August, 1803. A saucy chipmunk sat up and scolded at the group of soldiers, most of them stripped to the waist, their grey trowsers giving the only indication of a uniform, who were hewing timber for the building of the new "tomahawk fortress" ordered by President Jefferson, which was to form a bulwark of the American empire in the northwest.

Above the obligato of the saws and axes rose a throaty tenor celebrating the event in song:

> Oh, we're camped on the sand
> Of a wild, wild land,
> At a place they call Chicago;
> We work all day,
> Still a-waitin' for our pay,
> An' . . . . . .

"B'jou!"

"B'jou yourself. . . . Well, I'll eat my shoes if it ain't heap big chief. . . . *B'jou,* Big Chief. Like that there song? . . . A little composition of my own, me, an American sodjer, doin' a honest day's work."

These remarks were addressed by the vocalist, a red-headed buck private, to an Indian chief of distinguished bearing, who, with his escort had ridden up and had been halted by the sentries but who, on manifesting friendship for the whites, had been permitted to come nearer and observe the operations. The song was interrupted as the redhead and the redskin exchanged appraising stares.

"Heap soft, eh, for you Injuns," resumed the vocalist. "Catchum plenty squaw to do the dirty work. Paleface, he work like hoss."

Red laid down his ax and mopped his brow with a greasy bandana.

"If it's my scalp you're interested in, Big Chief," he went on, "you gotta wait awhile. Don't get hair like that every day. Nice color. Guaranteed not to fade. Show up fine, eh, danglin' at your belt. Make a nice contrast, too.

"About a million of you boys been tryin' fer to get it. When I was with Mad Anthony Wayne, now . . ."

In order to make his meaning clearer, Red went through a pantomime, separating himself from his flaming scalp-lock and handing the token over elaborately to the Indian. This dumb-show seemed to appeal to the chief's sense of humor, for he grinned and shook his head.

"Too fancy for you, maybe," suggested Red. "I say, Big Chief, what's your name? Step up and interjooce yourself."

One of the other privates who had left a young squaw back in Detroit and who had had a smattering of Pottawatomie, stepped up to act as an interpreter.

"Says he's a friend of the white man and heap big chief," offered the latter, after a bit of parley. "Name's Muck-et-ep-o-ke, which it means Black Partridge. Lives down Peoria way and come up here to see the big canoe with wings. He likes your singing which he says is better than the red man's and he says you're welcome to your scalp. He wants to know why soldiers no catch plenty squaw."

"Well, if he didn't like my singin', they'd be somethin' wrong with him. Tell him thanks fer the hair and to drop in any time he ain't got nothin' on his mind a' he should give our regards to the missus an' the kids. . . . Git-ap. We gotta play hoss now an' drag this timber over to the fort. Some day when I got time, I'm goin' to write out a requisition for some hoss an' oxen an' a shirt or two an' a sharp rip-saw an' a lot of other things we need in this man's army. . . .

> "Oh, we're camped on the sand
> Of a wild, wild land,
> At a place . . . . . ."

With some dignity, the Black Partridge, the white man's friend, accepted a twist of tobacco from the interpreter, grunted his acknowledgments, and disappeared on his pony along the trail leading to the site of the fortress.

Red and his companions put their shoulders to the harness and proceeded to drag one of the heavy oak logs through the clearing to the river bank. As the log was eased into the river, they paused to mop their brows and to take a fresh chew of tobacco.

"We're goin' to like it here," said Red.

"Yeah," assented his team-mate, not over-enthusiastically; "we're goin' to like it here all right."

"Nice hike we had here from Detroit."

"Yeah, not such a bad hike. I could have done with a hoss, though."

"Nothin' to do here but chop down trees and saw 'em up an' drag 'em over to the river."

"Yeah, that's about all—except to go fishin'."

"We ought to be proud to build a fort like this. President Jefferson will be pleased when he sees it."

"Yeah, won't he though—if he ever sees it."

"Goin' to name it Fort Dearborn in honor of our secretary of war. General Dearborn, he'll like that, I guess."

"Guess he ought to—after all the work we've done."

"Purty nice o' Captain Whistler to name his fort after the sodjer who helped capture him at Saratoga."

"Yeah, ain't it, though. Wot I call heapin' coals o' fire on top of his head, sort of."

"Nice officers' quarters we're goin' to have here. Verandas an' hand ball courts 'n' ever'thing. . . . Us, we're goin' to have nice root-houses to live in. Live underground, like vegetables."

"Yeah, but we'll have a good view of the river."

"You sodjers bein' hired to talk?" broke in the sergeant who was bossing the job. "Less jawbone and more elbow grease. Are we building a fort or is this the village debating club?"

"Anyhow, we're goin' to like it here," persisted Red. "Nice view of the river from the root-house winder. Dandy fishin', too. An' a whole lake to swim in. After I get this here fort built, I'm goin' to catch me plenty fish. Fish ought to taste nice with pork an' beans an' hardtack. An' mebby a roast duck, too. . . . Well, anyhow, I made a friend, an' that's something in these days. Gawd knows we need a friend. . . .

"Oh, we're camped on the sand
In a wild, wild land,
At a place they call Chicago. . . ."

They had marched, this company of regulars—54 privates, four sergeants, three corporals, four musicians, a surgeon's mate and an ensign—in charge of Lieut. James S. Swearingen, from the army post at Detroit, to build a stronghold in the wilderness.

It had been nineteen years since Virginia had ceded her western lands to the general government, and sixteen years since Northwestern Territory, comprising the present states of Ohio, Illinois, Indiana, Michigan and Wisconsin, had been created by an ordinance passed by the Continental congress in 1787 shortly before the adoption of the Constitution.

The British forces had evacuated Detroit and Mackinac, but this meant nothing to the Indians who still remembered where the bounty for the scalps came from. The British attempt to naturalize the irresponsible French settlers of the West had failed.

The Louisiana purchase of 1803 had added to the realm a vast trans-Mississippi empire, and the responsibilities of the federal government were increased accordingly. It was imperative that the new land be adequately protected from the savages, the Indians, always restless and discontented, being constantly incited against the Americans by the British.

With these obligations in mind, President Jefferson had decided on the erection of a frontier fortress. A site at the mouth of the St. Joseph river was at first selected, but when the Indians demurred and refused to grant the land, the cession made at the treaty of Greenville was recalled, with the result that Chicago was the final choice. Otherwise, the gem of modern cities, the metropolis of the middle West, might have been located across the lake. The fort was named in compliment of Gen. Henry Dearborn, a distinguished Revolutionary officer, now secretary of war. "Father Dearborn" as we affectionately refer to him today.

Born in New Hampshire, he had been a practicing physician prior to the Revolution, and at the age of twenty-four, had recruited a militia company which made up a part of Col. John Stark's regiment that waited until they "saw the whites of their eyes" at Bunker Hill.

General Dearborn was with Arnold in the latter's ill-fated expedition into Canada, and was taken prisoner, to be exchanged, again joining the American forces and assisting in the capture of Burgoyne's splendid army at Saratoga in 1777.

By a curious twist of circumstances, Capt. John Whistler, a fiery Irishman who had given a good account of himself on the British side, and who was later to be the first commandant at Fort Dearborn, was among the captives.

On obtaining his release, he retired to civilian life and took up his residence at Hagerstown, Md., where he was married and where his eldest son, William—who succeeded him as commandant at Fort Dearborn was born. Entering the military service of his adopted country, Capt. Whistler, schooled to arms, followed Mad Anthony in the Indian campaigns waged in the West.

While the enlisted men marched overland from Detroit to the mouth of the Chicago river, Capt. Whistler, accompanied by his wife, his son, Lieut. William Whistler, the latter's wife and by a younger son, George W. Whistler—who later graduated from West Point, served with the American army and finally entered the service of the Russian government as an engineer—sailed down Lake Michigan on the "big canoe with wings," the U. S. schooner Tracy. The schooner had dropped anchor at St. Joseph, either mistaking the port, or for better harborage, and the party had proceeded to Chicago by dory.

The elder Mrs. Whistler and Lieut. Whistler's charming bride, the first white women to step ashore at Chicago, were met by a highly-impressed reception committee of American Indians—Pottawatomies—including probably the friendly chief, Black Partridge, whose village was at Peoria.

Assisting in the welcome were Joseph Le Mai, the French settler who had purchased Pointe de Sable's cabin; Antoine Ouilmette and his halfbreed wife, Archange, who had a hut nearby, and still another settler, Pettell—Mike le Pettel or Michael le Pellieur.

"We are your guests, monsieur," announced Capt. Whistler, as he helped the ladies from the row-boat to the point of sand extending from the mouth of the "Wild Onion" river.

"We are highly honored, I assure you," was the reply of the gallant Le Mai, who, with a sweep of his hat in the grand manner, offered them the shelter of his cabin.

"It is not much," he added, "but to such as it is, you are more than welcome. I can see very clearly, sirs, that ours is becoming a settlement of some importance."

And with what good cheer the place afforded, the newcomers proceeded to make themselves at home.

Capt. Whistler's first concern was for supplies for his troops. They had made a forced march and their equipment was deplorably inadequate. They lacked not only shirts and shoes, but saws and files with which to sharpen the saws.

The privates pitched their tents along the river bank, and in front of the Le Mai hut the American flag was run up. Brazen bugle calls stirred the camp into activity at dawn or called the troops to mess. The sunset gun announced the end of a day's work, and "Taps" pronounced a benediction on that work.

Logs, newly hewn, were floated down the stream, and within a day or two after the arrival of the forces, the Tracy, with the new-born Stars and Stripes at her halliards, dropped anchor off the river mouth.

This fragile schooner, hardly larger than the largest of Columbus' three caravels, was regarded by the Indians, who gathered in large numbers, as a nine-days' wonder. From many miles these children of nature came to gaze at and admire the "big canoe with wings."

Its cargo discharged, the Tracy spread its sails, weighed anchor, and with a parting salute and a bon voyage from those on shore, left for Mackinac, carrying as a passenger Lieut. Swearingen, who having passed across the stage, now makes his exit.

Thus, on the south bank of the river, where the Hoyt & Co. warehouse was to stand later, and where a bronze tablet on the London Guarantee building marks the site today—at the south end of the now-forgotten Rush street bridge which had replaced the old rope ferry and the primitive drawbridge—Fort Dearborn was built.

It consisted of two block houses, one at the northwest, one at the southeast corner, officers' quarters, a parade ground, and subterranean "root houses" for provender. The compound was enclosed within a whitewashed palisade of pickets. There was a sally-port on the north side opposite the river, and from the parade ground ran a tunnel designed to facilitate escape in the event of siege or as a means of supplying the garrison with water if hard pressed. Three pieces of artillery frowned from the embrasures of the stout oak walls. West of the fort was erected a two-story log building to be occupied by the Indian agent. The American flag, a vivid touch of color against the azure of Lake Michigan, completed the picture.

Fort Dearborn Days and The Kinzies

NOTHING can be more monotonous in times of peace than an army post. Life at Fort Dearborn for the first few years was dull enough. The troops chafed under the inactivity; discipline was more or less relaxed, the soldiers fell into slovenly ways, and a good deal of heavy drinking went on in the root houses. The Indians, it was true, constituted an ever-present menace, and the fort was not without its "scares" as the firing of the alarm gun often testified. Otherwise, the redskins were taken more or less for granted as they swapped their beadwork for the soldiers' trinkets or occasionally gave one of their young daughters to a doughboy of that period in marriage. One grew accustomed to painted savages.

Courtesy of the Chicago Historical Society

This view shows how Chicago probably looked from the time the fort was built in 1803-4 to about 1821, when this sketch was made. The outstanding feature of this picture is, of course, our "Y" shaped river flowing into the lake between Lake and Randolph Streets. The next thing that impresses us is the exceedingly low, muddy prairie which was chosen for the site of a world city.

The monotony was broken now then by fishing excursions with an occasional deer hunt or wolf hunt. The privates drank, smoked and gambled. The officers played hand-ball. Indian squaws in doeskin looked on, not without envy, as the ladies of the garrison engaged at battledore and shuttlecock.

Especially after the arrival of the Kinzies, there were occasions of rejoicing as a baby was born, either in the Kinzie "mansion" or in Fort Dearborn itself. Then, as time passed, one heard innocent childish laughter as the little ones—destined to a cruel fate—played hide-and-seek in the tall prairie grass and sweet clover surrounding the fortress, or in the cornfield that had been planted nearby.

Fort Dearborn, as someone has so aptly said, was Chicago's first community center, and the signal gun sometimes would be fired mischievously and with the object of gathering the folk together for a merry evening. On one such occasion, a man — mercifully unnamed — took refuge from the imaginary Indians in the broad throat of the chimney, and when a roaring fire was built and the flames began to leap upward, he dropped down into the gathering like an abashed and very sooty Santa Claus.

It was always a red letter day when the government brig Adams arrived with supplies, pay for the soldiers and the Indians, and with long-delayed mail from the East. Or when a fur brigade would come singing out of the wilderness, marking time to a Canadian boat song with the canoe paddles, and after regaling the castaways with news of the great world, would proceed on its journey, voyageurs and engagées wading waist-deep through Mud lake, scuttling their boats in the south branch and transferring their cargoes to pack horses. Fort Dearborn was indeed a lonesome place when the song of the fur traders had died out or when the U. S. brig faded away in the haze of the twilight.

The Indian agency was opened in 1805 and was placed in charge of Charles Jouett, a man of impressive size, extraordinary strength and unusual ability. He had served as agent in Detroit, where his wife, Eliza Dodemead had died recently, leaving an only daughter. Jouett came of pioneer Virginia stock, his father, John, having shared in Braddock's defeat, and two of his three brothers, all as stalwart as himself, having been Revolutionary soldiers. Jouett, whose height exceeded six feet three, had studied law and practiced at Charlottesville, Va., before coming west. He was a commanding man and well educated, but like most of the government agents, he failed to understand the childish nature of the Indians, and was at a disadvantage in his dealings with them. As a federal commissioner, however, he had, in 1805, held a treaty with the Wyandottes, Ottawas, and other tribes of northern Ohio, signing the papers at Miami-of-the-lake (Maumee) on July 4 of that year.

Early in 1809 he took for his second wife Susan Randolph Allen of Kentucky, who, accompanied by two guides, a half-breed Indian and a negro, made a precarious bridal journey to Fort Dearborn through the deep-drifted prairie snow, protected by campfires from wild animals at night. In October of the same year she became mother of a son, Charles Lalime Jouett, who died in infancy.

Mrs. Jouett, saddened by the loss of her first child, and weary of the hardships of the frontier settlement, persuaded her husband to move to Kentucky. They made their home in Mercer county, where three daughters were born to them, and where Jouett was appointed Judge.

Reappointed Indian agent by President Madison in 1815 at a salary of $1,000 a year, which was considered handsome for those days, he returned to Chicago with his family. Happily, by taking Mrs. Jouett's advice, he and his wife had escaped the Fort Dearborn massacre, the bloody story of which was still being recounted. After signing an Indian treaty at St. Mary's, Ohio, in 1818, he removed permanently to Kentucky, where his death occurred sixteen years later.

The log cabin west of the fort, where, aided by his interpreter, James Riley, his dealings with the redskins took place, was, especially on pay days, the scene of great activity. Kickapoos, Sacs, Fox and Pottawatomies were included in his territory. To the agency house often came such notables as Suna-we-wo-nee, prairie chief of the Pottawatamies, who was to participate in the Fort Dearborn massacre; the surly White Elk, who was to have a hand in the slaughter of the children on that tragic day of 1812; White Dog, who when he was drunk on the Frenchmen's whisky would pretend that he could not talk English. And the mysterious and sinister Blue Earth, so called because of his practice of smearing his face with clay, and of whom it was whispered that he assumed this ghastly disguise because he was a renegade white and had committed nameless atrocities in the past. One of Jouett's daughters, who accompanied her father on his return to the post, recalls in her memories a medicine dance that was organized to cure this chief of an illness. Another hanger-on was Perish Leclerc, a half-breed, who boasted of his Pottawatomie descent.

To the headquarters of the great white father's representative came also such friendly chiefs as Billy Caldwell, the Sauganash, son of a dashing Irish officer and a Pottawatomie belle; and Black Partridge of grateful memory, both of whom were to prove their loyalty to the white man in his hour of need.

The government funds disbursed, the red men would light their camp fires, swig red liquor, and sing and dance long into the night.

One may well believe it was a gala day at Fort Dearborn when Capt. Whistler's pretty eighteen-year-old daughter, Sarah, the belle of the post, was given in marriage to James Abbott, and with a merry good-by, departed with him on horseback to Detroit, tenting in the woods during the honeymoon journey.

Capt. Whistler remained at the fort until the summer of 1810, when he was relieved by Capt. Nathan Heald, the garrison numbering at this time sixty-nine officers and men. About a year later, Capt. Heald obtained a furlough, went to Kentucky, and presently brought home a bride, Rebekah Wells, daughter of Sam Wells, the Indian fighter and brother of the gallant Capt. William Wells who came to the rescue of Fort Dearborn just before its day of doom and led the forlorn hope out over the sand dunes of Lake Michigan. The bride, who wore a jaunty riding habit, was mounted on a superb bay mare which instantly became the envy of the Indians and which on more than one occasion they attempted to steal. How they finally obtained this blue-grass thoroughbred will be told latter in the story of the massacre.

There now comes upon the scene, his entrance purposely delayed, one whose name was to be associated as no other's with the growth and future greatness of Chicago.

It was a memorable day for the little settlement, in the early spring of 1804, when a bearded man came riding in from Parc aux Vaches (Niles, Michigan), followed by his family, wife, young stepdaughter and infant son, by the pack horses and his servants.

John Kinzie—to the Indians he was Shaw-nee-aw-kee, the silverman—was well-equipped to battle with the wilderness. He was a man of ripe experience, as thoroughly seasoned as was the old violin on which he played such jocund tunes. He had a good Scotch head upon his shoulders.

He understood the simple nature of the red man. Good natured, tolerant and jolly; strong and fearless, and a square shooter, this rugged Scotchman was held up by them as the ideal of what a white man should be. He further endeared himself to the savages by his skill as a silversmith and his ability to manufacture the bright trinkets and adornments that the braves and the young squaws loved equally well.

Kinzie, who had had his headquarters for some time at St. Joseph, had previously negotiated with Le Mai for the purchase of the cabin built by Pointe de Sable, and in his arrival, took possession of the property.

Courtesy of the Chicago Historical Society

The Kinzie House, erected in 1779 by Jean Baptiste Pointe de Sable, became successively the home of several fur traders and was purchased by John Kinzie of one Le Mai in 1804, when Mr. Kinzie moved his establishment here from Bertrand, Michigan. The house of Antoine Ouilmette is shown in the background.

The feminine touch of his young wife, Eleanor Lytle McKillip Kinzie and of his fair stepdaughter, Margaret McKillip, soon transformed the dingy place into a home. The burnished copper utensils glowed in the light of the fireplace, a spinning-wheel hummed in the corner, and the family cat dozed on the hearthstone. Rag rugs carpeted the oak floor and muslin curtains added a note of daintiness to the windows.

Like all pioneers, Kinzie was something of a carpenter, and, taking his saw, his hammer and his plane, he made stout chairs and tables for his home, a cradle for his baby son, John Harris Kinzie, and a workbench for his jewelry shop.

The sheltered veranda, running the length of the cabin; the picket fence that enclosed the grounds; the hedge of Lombardy poplars that stood sentinel in front, and the spreading cottonwood that cast its shade over the rear of the place imparted to the Kinzie home an air of importance and distinction. An adjacent garden supplied fresh vegetables for the table. The establishment had its dairy house, its stable and quarters for the engagees.

The latchstring always was out, and the Kinzie "mansion" came to have more than a local reputation for hospitality. Though no swinging sign proclaimed it as such, it was to be frequently mistaken as an inn, and the story is told of one rather crusty Englishman who remained there for a week, ordering his meals to suit his own convenience, and complaining of the primitive accommodations before he discovered his mistake. Every wayfarer was welcomed at the Kinzie table, and what good cheer the home afforded was shared freely with the stranger.

On the days when Shaw-nee-aw-kee was busy at his work bench on the veranda, he would be surrounded by a ring of curious and admiring Indians, who watched in silence or with an occasional grunt of approbation as he coined the glittering tokens so dear to their hearts.

A young Lieutenant at the fort, Linai Helm, became interested in the pretty stepdaughter, and spent a good deal of his time at the Kinzie mansion. In the lovely Margaret, Mrs. Heald, the commanding officer's wife also found a charming friend, and it was a pretty sight to see the two at battledore and shuttlecock, though it is said that the young Indian squaws regarded them with envy and whispered among themselves of the time when

the white squaws would be hoeing in the redman's cornfields.

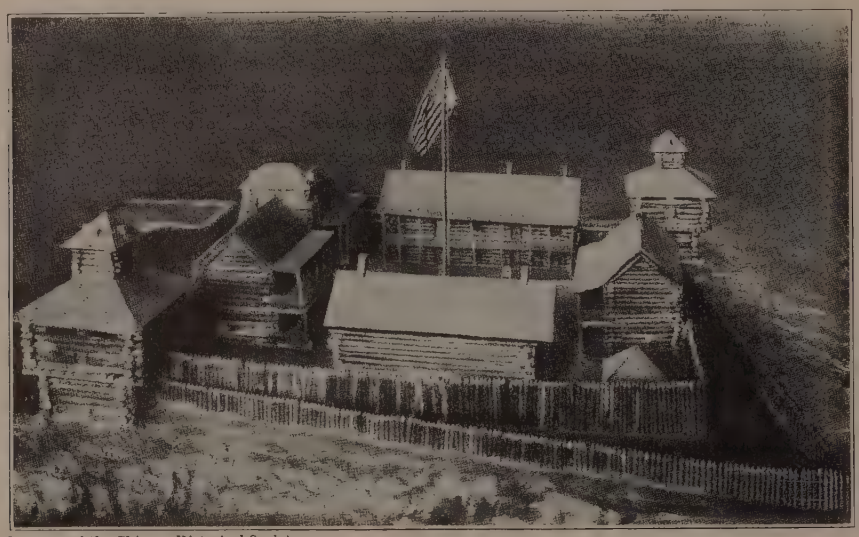
Margaret and Lieut. Helm were married in Detroit in 1808 and returned after their honeymoon, the bride to add greatly to the gaiety of the little community penned up within the stockade, and to remain with the garrison until after the massacre, of which she was one of the survivors.

The first white child to be born in Chicago was Ellen Marion Kinzie—the beautiful and lively Nell, whose advent occurred close to the Christmas season of 1804. Maria Indiana, a second daughter, was born in 1807, and Robert Allen, a second son, on February 8, 1810.

Kinzie had had an interesting history, as had also Mrs. Kinzie, who, like her husband's former mate, Margaret McKenzie of Virginia, had been held captive by the Indians in her childhood.

Always restless and adventurous, the "Father of Chicago" had wandered far since he had run away from a good home in New York, and was essentially of the stuff of which pioneers are made.

He was born in Quebec in 1763, the son of John McKenzie or McKinzie, a Scotchman, whose wife was a Mrs. Halburton, a widow with one daughter. The senior McKenzie died while John was still an infant, and John's mother took for her third husband William Forsyth, a veteran of Wolfe's cam-



Courtesy of the Chicago Historical Society

The first Fort Dearborn was built by Captain John Whistler, 1803-4. The above is a photograph of the model in the Museum of the Chicago Historical Society, which was based on the original drawing by Captain Whistler. The center of the parade ground would now be at the southwest corner of Michigan Boulevard bridge.

Josette La Framboise, who became the wife of Jean Baptiste Beaubien, brother of Mark Beaubien, Chicago's first innkeeper, was the governess of the Kinzie children. She was the daughter of François La Framboise, a French trader established south of the river. Bob Forsyth, a nephew, or rather a son of Kinzie's half brother, was brought on as tutor for young John.

Jean Baptiste Chandonnais was Kinzie's right-hand man and confidential clerk. These, with the engagees and other employes, constituted the menage of Chicago's first laird of the manor.

This was John Kinzie's second experience in bringing up a family, and it was more successful than his first attempt which, founded on informal marriage relations, had resulted in tragedy.

paign of 1759. Not long after this marriage, the Forsyths moved to New York, where, with two recently-acquired half brothers, John was placed in school at Williamsburg, L. I.

A negro servant escorted the boys to and from school every week, but one Saturday night, he returned without young John. The latter, actuated either by homesickness or the wanderlust, had deserted his books and engaged passage on a sloop bound for Albany, determined to find his way back to his old home in Quebec. With the assistance of a fellow passenger, he arrived there, and with a high heart for a youngster of ten, began wandering the streets in search of work.

A kindly silversmith listened to his story, with the result that John was indentured to him as an apprentice and for three years worked at the trade

which was to be of such great advantage to him in his later career with the Indians.

Meanwhile the Forsyths had made their home in Detroit, and at the end of his apprenticeship, John joined the family there, where he continued working at his forge.

He abandoned this in time to become a trader, dealing first with the Shawnees and Ottawas at Sandusky and on the Maumee. It was at this period that Margaret McKenzie came into his life.

Despite the similarity of names, which is apt to be confusing, Margaret was not related to John, but the daughter of Isaac McKenzie, a frontiersman of Giles county, Virginia, whose home, during Lord Dunmore's war, had been attacked in his absence and burnt to the ground by Shawnees, and whose family, with the exception of two daughters, Margaret, aged ten, and Elizabeth, eight, had been slaughtered. The girls had been led into captivity by the raiders, and for ten years had lived in the Indian encampment at Chillicothe, Ohio. Taken to Detroit, they were ransomed, and Margaret entered into a companionate marriage with John Kinzie, while her sister Elizabeth made a similar union with Alexander Clark, a Scotch trader.

Margaret became the mother of Kinzie's first three children, one of whom, James, was later to be identified with the early days of Chicago. Elizabeth became the mother of two children, John K. and Elizabeth Clark.

The Virginia frontiersman, McKenzie, who after many years of loneliness, had received news of his daughters' fate, proceeded to Detroit to claim them, and a rather tearful and passionate reunion took place there.

Despite the lack of legal sanction of their union, both Kinzie and Clark professed love for their wives, and offered to make the marriage more binding. The daughters, however, overcome by their father's distress, were induced to leave their husbands and accompany the old man back to their Virginia home, and they took with them their children.

Margaret later became the wife of Benjamin Hall, while Elizabeth married Jonas Clybourne of Virginia. The name has a familiar ring. One of their two sons, Archibald, with his half-brother, John K. Clark, Jr., came to Chicago in 1823, and a year later, brought Mr. and Mrs. Clybourne. They settled on the northwest side and became prominent members of the growing community. Clybourn avenue is named in their honor.

As to the second Mrs. Kinzie, née Lytle, she had been held in captivity for four years of her childhood by the Senecas, and adopted by Chief Corn Planter, who eventually restored her to her family. The close of the Revolutionary war found her living in Detroit, a girl of fourteen. Her first husband, Capt. McKillip, a British officer, was killed accidentally by one of his own sentinels at Miami Rapids in 1794. Taking her daughter Margaret with her, the young widow went to Detroit, where she married Kinzie. The first son of this union, John Harris Kinzie, who was brought as a baby to Chicago, had been born in Sandwich, Ont., July 7, 1803.

Life flowed on at Fort Dearborn without much to break the monotony—except Kinzie's fiddle, occasional hunting and fishing expeditions, Indian scares, arrivals of the fur brigade, hand ball games in the officers' quarters and the gasp of mouth-organs on moonlight nights in the barracks—until that tragic year of 1812 when a series of dramatic events culminated in the massacre.

Enforced association among men, especially if the group is limited and there are no outside divertisments, invariably makes for bad blood.

In Fort Dearborn the soldiers were quarrelsome and the morale was low. In the select circle of officers, a feud had developed—nobody knows how—between Commander Heald and one of his impulsive young subordinates, Ensign Ronan; a feud that was to burst out occasionally in small spurts of flame, ending with an exchange of compliments just before the latter's death in the massacre of 1812.

More deadly was the feud between Kinzie and John Lalime, who was attached to the garrison as an interpreter.

Kinzie had become sutler to the fort, and might have been regarded by Lalime as a mere tradesman. Or it may be that Lalime had been an unsuccessful suitor for the hand of Kinzie's stepdaughter, Margaret. It is difficult otherwise to see how their interests could have clashed.

The quarrel and its tragic result was a subject which in the years that followed Kinzie never discussed and on which he, as well as the officers of Fort Dearborn, kept silence.

One evening in the early spring of 1812, the sutler, unarmed had left his home, and had crossed the river on the rope ferry. After attending to the business which had called him to the fort, he passed out through the enclosure, but was warned by the sentry to beware of Lalime, who, armed with knife and pistol, was not far behind him.

Kinzie turned, not a minute too soon, and grappled with his pursuer. The pistol was discharged in the air. Lalime then drew his knife, but Kinzie, the more powerful of the two, snatched it away from him, and in the struggle that ensued, Lalime was stabbed fatally, and Kinzie himself was wounded.

Holding a blood-soaked handkerchief to his side, the latter staggered homeward. While he had fought only in self defense, he was panic-stricken at the outcome of the encounter, and, instead of returning to face the music, hid in the woods until, with an Indian escort he found a haven in Milwaukee.

This ill-advised flight did nothing to improve his case. Lalime had many friends among the officers, and for a while, feeling against Kinzie ran high.

Some of the more hot-blooded members of the garrison offered to go to Milwaukee and get Kinzie dead or alive. The calmer heads prevailed, however, and an official investigation was held. After due deliberation, a verdict of justifiable homicide was rendered by the officers, and Kinzie was exonerated. After his wound had healed, he returned to Fort Dearborn, but never afterwards referred to the incident.

Lalime was buried on the river bank within two hundred yards of the Kinzie house, and his grave was enclosed within a picket fence. Kinzie, during his lifetime, made it his duty to keep the grave in perfect order and to see that fresh flowers decorated the lonely mound.

Many years later—in 1891—a skeleton, presumed to be that of "the little Frenchman," encased in a pine casket, was exhumed in the old St. James churchyard at Cass and Michigan streets, and the bones were turned over to the Chicago Historical society.

The year of 1812 had not advanced far before it became evident that the Indians were becoming restless. Main Poc, the war chief of the Pottawatomies, was on the rampage. Raids had been made on settlements near Peoria, and at Kaskaskia and Vincennes. Horses of the settlers had been stampeded. Here and there, settlers had been killed and their women and children dragged away into captivity. In Cahokia, an entire family had been exterminated. The council appointed by Gov. Ninian Edwards at Peoria in 1811 had proved futile. Main Poc and his subordinate chiefs were there, but defied the governor, saying, "We are with the Shawnee prophet and we might as well commit suicide as to try to apprehend the culprits."

Assassins and raiders were protected even by the friendly chiefs. The Indians, not so simple after all, were beginning to discover that the white man intended to deprive them of their lands. They saw in the erection of the white man's strongholds, such as Fort Dearborn, a menace to their very existence —and who can deny that they were right in their premises? Here was ready fuel for the British in the war of 1812.

There was a settlement on the south branch of the Chicago river known as Lee's place or Hardscrabble. Charles Lee, the farmer, lived in a hut on the lake shore near the fort. His estate was managed by Liberty White, assisted by two hired men and a boy.

Toward sundown on the evening of April 6, 1812, one of the hired men—a discharged soldier—and the boy came running breathlessly toward the fort. They had stopped in their mad race from the cow pasture opposite Lee's place only long enough to warn the Burns family, one of the other outlying settlers, of danger. Just before they had arrived at the Burns' house, they had heard the report of two guns, and they knew well what it meant.

"The Indians!" they gasped. "At Lee's."

The commanding officer looked worried.

"Anything been heard of that party that went up the river fishing?" he inquired.

A corporal and six men who had obtained leave of absence for the day were still missing. Captain Heald ordered the cannon to be fired. As the woods reechoed with the shots, the fugitives began to tell their story.

They had just finished dinner, they said, when a party of ten or a dozen redskins, daubed with war paint, stalked into the farm house without ceremony. They seated themselves solemnly on the floor.

Debou, one of the farm hands, didn't like their looks, and said so. "They are none of our folks," he told the others; "they are not Pottawatomies."

The other hired hand turned to the boy. "Let's get out of this," he said. "Keep your mouth shut and follow me."

The two walked leisurely toward the canoes moored at the river bank. One of the intruders looked up and grunted. "Where going? Why in such a hurry?"

The discharged soldier pointed to the cattle beside the haystacks on the opposite bank, and made signs indicating that they must go and fodder them and then return for supper.

Thus they slipped away, the man in one canoe, the boy in the other. They pulled hay for the cattle and gradually circled around until they were concealed from the Indians by the haystacks. Then they took to their heels. They had been running only a few minutes when two shots were fired.

The rest of the story was told by the fishing party which, after hearing the danger signal, had extinguished their flambeaux and paddled silently down the river. On reaching Lee's place, they had stopped to warn the settlers, but had arrived too late.

"The place was dark," they said—they had reached the fort about midnight—"and we didn't

even hear the barking of the dog. We knew right away something was wrong. We couldn't find the path, but groped our way along until we bumped our shins on the doorstep.

"We struck a light and found Mr. White lying dead on the floor. There was a raw spot on his head where the Indians had taken his scalp. He was pierced by two balls and his body was all cut up by knife stabs. His Frenchy, Debou, lay dead at his side with the watch dog . . . Spooky? Well, you could have felt our flesh creep . . . We was glad when we got out of there."

Bad news, but only a forerunner of what was yet to come.

The Tomahawk Wins for the Time

VOICES, high-pitched and tense, if not angry, were heard on the parade ground. It was Sunday morning, August 10, 1812.

"But the orders are definite," Capt. Heald was saying. "There's no two ways of looking at it. General Hull instructs us to evacuate the fort, if practicable, and proceed to Detroit overland, first disposing of the government property to the Indians as we see fit."

He referred to the order brought the day before by Winnemeg, a friendly Pottawatomie, together with the news that on June 12 the United States had declared war against the mother country, and that Mackinac already had fallen to the British.

"Yes," objected Ensign Ronan, "if practicable. Do you imagine that with forty out of the seventy men on the sick list and with thousands of dollars in ammunition and liquor. . . ."

"Until your opinion is asked for," and his superior tried to freeze the young ensign with a look —"you will kindly remain silent."

"All we'd like to know," put in Lieut. Helm, "is whether we will be given safe conduct to Fort Wayne. The march must necessarily be slow because of the women and children and the invalids. It's doubtful whether the Indians in their present mood. . . . But, anyhow, I'm with you if you want to go. . . . Only my advice is to prepare for a siege and try to hold the fort until reinforcements arrive."

"How about the whiskey and firearms?"

"Fire water will make red man crazy"—this from Winnemeg. "No give Indian whisky or boom-boom. Go now when Indian not know."

"Yes," spoke up John Kinzie, "if we're going, let's go now. Every hour's delay will whet the appetite of the Indians. Don't think they haven't heard about our war with Great Britain. They probably knew it long before we did. The English are their friends. They pay good money for our scalps. One experience with them ought to be enough. Give the Indians our ammunition and our rum, and they'll have our scalps before we can get out of here.

"But the Indians don't know about the war," said Captain Heald. "They haven't heard yet about the fall of Mackinac, and if we could destroy the firearms and pour the whisky into the river . . . ."

"You think they haven't heard?" said Kinzie. "News travels fast in the north woods. Why do you suppose they've been so unruly and insolent? Why, only the other day, one of them walked right into your officer's quarters, took down a rifle and fired it in defiance. . . . And have you noticed the squaws watching your wives and chattering among themselves of the time when the white squaws will be sweating in the Indian's corn fields. When these squaws get excited, there is something afoot."

"We've seen Cahokia raided by Main Poc's band," spoke up Lieut. Helm. "They murdered the settlers in the cornfields, stampeded the horses and carried off a little girl. Gov. Edwards called the chiefs together in a pow-wow; demanded the murderers and the return of the stolen horses—told them that 'storms and hurricanes and the thunder and lightning of heaven would not be more terrible than the resentment of the White Father'—and what came of it? Main Poc said that he might as well kill himself as to bring in the assassins. 'Whenever you do wrong,' he said, 'nothing is ever said or done, but when we do wrong, you take us by the neck with a rope. The Shawnee prophet blames us for not listening to him If our young braves go out for blood, blame him, not us.' Main Poc regards all Americans as traitors. Don't think for a moment that they're disappointed at the failure of the prophet to keep his promises or downhearted because of his defeat at Tippecanoe. They may profess loyalty to the Americans and tell us they will never join the British, but they know as well as we do that now, if ever, is their chance, and do you think for a minute that they're not gathering for a concerted attack on the fort?"

"I have full confidence," said the commanding officer, as if he really believed his words, "in the friendly protestations of the Indians. We couldn't remain here, even if for the best, as there is only a small store of provisions."

A private, overhearing this remark—so low had the discipline fallen—stepped up and offered a suggestion of his own.

"There are cattle enough here to last for six

months," he said. "Well, why not jerk it as the Indians do?"

"If we waste much more time palavering"—this from Kinzie—"the savages will be in here and get our scalps. I'm for getting out of here in a hurry and dumping the liquor and firearms into the river."

"I propose to obey orders," said the commanding officer, "and take advice from no sutlers or privates. I'll confer with the Indians tomorrow."

Thus he stalked off, a lone figure in the twilight, regardless of the undercurrent of dissatisfaction. After all, his was the responsibility for the lives entrusted to his keeping. He might be wrong, but at least he would carry out instructions, and in these, according to his interpretation, there was no option. There would be no precipitate flight. Everything would be done according to routine. Fort Dearborn would be evacuated in an orderly manner, but not before its stores. . . . Yet it might be wise to destroy the firearms and the whisky. . . . He would lay his cards face down before the Indians.

Another precious day passed with no conclusion reached. Then, on August 12, the savages, who seem to have sprung up as if from dragon's teeth, agreed to a pow-wow with Capt. Heald at the forks of the river.

Their chiefs, Suna-we-no-nee, White Elk, White Dog, Blue Earth (a renegade white in disguise?) and the friendly Black Partridge, made a circle with the squaws and youngsters in the background. Though Capt. Heald might not have known it, the guns of Fort Dearborn were trained on this distant group, ready at a moment's notice to rake it with a broadside of grape-shot. Capt. Heald, who showed courage if not judgment in thus meeting the Indians, was accompanied only by John Kinzie, the red man's friend.

"War has been declared," began the commander, "between the Americans and the British. In the last war, the Americans beat the British and forced them to run. They will do the same in this conflict, but we have been ordered to march out of Fort Dearborn and turn over the government stores to the Indians.

"We are willing to do this, and will give you all the calico, the pots and pans, the blankets. . . ."

"The fire water?"

"Fire water not good for the red man." It was Kinzie who spoke up. "Make red man like devil. Dump fire water into river."

A murmur went up from the Indians. The arms and ammunition, then?

"No," said Kinzie. "Calico, pots and pans and blankets. . . ."

"If you'll promise us safe conduct to Fort Wayne. . . ." but the commanding officer got no further.

"Do you want to commit suicide?" demanded Kinzie. Then, to the Indians: "That's all. No give guns and fire water."

The countenances of the red men clouded. They had been counting on a drunken orgy. Now they were like children disappointed at losing a treat. Low mutterings were heard, and grudgingly the pow-wow broke up.

An hour or two later, Black Partridge demanded admission to Capt. Heald's headquarters. The chief showed his excitement in his rapid breathing and the dilation of his nostrils. With a theatrical gesture, he removed from his buckskin jacket the medal given him by Mad Anthony Wayne in token of his friendship for the white man. It fell with a ring on the oak table.

"B'jou," he said. "Take um medal. Black Partridge no can wear. Partridge long time friend. Now no can help. Young braves want to kill. Take scalp. Partridge no can help. No want medal. You keep."

Capt. Heald glanced at his fellow officers in dismay. In the Indian's token thus flung upon the table was a symbol—a symbol of hopelessness and despair.

Impossible to go, yet was it possible to stay? The destiny of Fort Dearborn and the lives it sheltered rested squarely on the shoulders of one man. That man was Capt. Heald. Orders were orders, but to obey them might be fatal. To evacuate the fort now. . . . or to delay? . . . But was it not already too late?

His reveries were interrupted by a shout and the firing of guns. The demonstration heralded the arrival of Capt. William Wells, son-in-law of Me-che-kan-naj-qua, Little Turtle, with which chief and against whom he had alternately fought.

Capt. Wells, who was as much of an Indian as a white man ever can be, was accompanied by an escort of mounted Miamis. A brave array they made upon their wiry Indian ponies, with all their paraphernalia of war. They had ridden along shore from Fort Wayne and had come to the relief of the beleagured fortress at the mouth of the Chicago river. There was something tremendously reassuring in Capt. Wells' alert eyes and well-knit, muscular frame.

Mrs. Heald, his niece, came in to welcome him. "Uncle," she said, clasping his hand; "it's good to see you."

"The Indians are gathering from all around," announced the new arrival. "We passed several of their war parties on the way. I have my doubts whether you can hold out long against them, but I'm willing to stay if you are. Otherwise, we'll

make a dash for it and try to reach Fort Wayne, but it will be a race for life."

"But the baggage wagons, the invalids and the children—they will hold us back," objected Capt. Heald. "Encumbered as we are, we'll have to travel slowly."

"Well, you can count on me—and my Miamis."

Nothing was done that night, and thus more precious time was lost. The arrival of the gallant captain, however, seemed to put new heart into the garrison, and if the zero hour had come—well, here was an adequate escort, and it might be that they would reach Fort Wayne in safety.

Early the next morning the fortress was the scene of activity. The government goods—all that was to be given away—were piled up outside and the Indians were invited to help themselves. Then the gates were barricaded and the guns were spiked. Whisky and powder barrels were rolled out and their heads were knocked in. While the guards around the palisade were redoubled, the whisky and gunpowder were poured into the river until, as somebody discovered, the water "tasted like strong grog." Kinzie's liquor also was poured. Superfluous muskets were broken up, and, together with bags of shot, flints and gun screws, thrown into the well. Off in the distance, skulking among the scrub oak of the sand dunes, hostile eyes viewed the proceeding, nor were the Indians deceived.

The blankets, hardware and other government supplies that had been distributed among them they regarded only as an insult. What they wanted; what they had come for was the stuff that was now so ruthlessly being destroyed. They had been cheated out of their orgy, and were determined on revenge.

Nobody slept much in the fort that night. The following day had been set for the departure. Fort Dearborn, it was true, was not much of a home, but to those who had lived within its sheltering walls, it represented all there was of civilization and protection.

The sun came up out of the lake like a red ball on the morning of August 15. Kinzie, who had packed what he could of his possessions and made arrangements for his family to leave in a boat, in charge of his right-hand man, Chandonais, came over to the fort.

"The Indians know me," he said, "and if I'm with you, perhaps they will hold off."

The invalids, together with the women and the children, were accommodated in the baggage train.

Capt. Wells, who had blackened his face in the Indian manner, and was clad in Indian costume, led the way, accompanied by Private Walter Jordan and fifteen Miami warriors. The officers and their wives were mounted, Mrs. Heald on the spirited bay mare she had brought from Kentucky. About 100 men made up the column. The rest of the Miamis constituted themselves a rear guard.

The gates were swung open, and, with the band playing the dead march, the line proceeded slowly southward along the sand dunes of Lake Michigan, dunes behind which lurked 600 savages with murder in their hearts. Hardly had the column swung into the open than the fort became the scene of pillage.

* * *

The butchery was over, but the night still held its horrors.

Along the lake shore, the bodies lay as they had fallen, Indian and white alike, grotesquely twisted in death. The yellow sands drank the blood. Darkness mercifully hid the scene from view. But, with the exception of the cold stars, millions of miles away, there were no eyes to regard the desolation.

In the darkened cabin of the Kinzies, the family of the "Silverman" huddled in fear. Across the river, the abandoned fortress loomed up only as an indefinite shadow against the deeper shadows of the background.

In the Ouilmette cabin, concealed under a feather bed by Archange, the settler's squaw wife, and her sister, Mrs. Bisson, lay the eldest daughter of the Kinzies, Mrs. Helm. A tomahawk had laid bare the flesh of one of her shoulders to the bone, but she had been saved from death by Black Partridge, and now had been led back to her place of hiding by her rescuer. Archange had dressed her wound. The currant bushes back of the hut concealed another fugitive, William Griffith, quartermaster, who, like Mrs. Helm, owned his life to a friendly captor.

From the Pottawatomie camp, where the wigwams still glowed like will o' the wisps and the surrounding brush was illumined by the red flares, a faint scream now and then penetrated the stillness.

"They are torturing the wounded captives," muttered Kinzie. "The dirty skunks! Letourneau, the Blackbird, when the troops surrendered to him, promised there would be no fiendishness."

"Do you think they will come over here and kill us?" asked little Nell.

"Keep up your courage, kitten"—it was the pioneer mother who thus quieted her fears. "You have been such a brave girl today. . . . No; I don't think they will give us any trouble. . . . There is Billy Caldwell, and he wouldn't let them. . . . And Black Partridge will protect us, too . . . just as he protected Margaret. . . . In a day or two, after they have quieted down, we will leave in the bateau."

Little Robert, who was hungry, began to whimper softly.

"There, there!" soothed the faithful nurse, Josette. "Go to sleep now. . . . Don't let the Indians think we are afraid."

In the camp of the savages, fiendishness was supplying the stimulus denied by the destruction of the whisky. Despite the counsel of the older chiefs, a maimed American soldier had been slowly cut to pieces, and another had been burned at the stake. At every groan or outcry provoked by this torture; at every sign of intense suffering, the squaws cackled in glee and acted like witches gone mad.

Raised up above the flickering campfires, and illumined by their fitful glow, was the ghastly head, still black with soot and grease, the head of the brave Capt. Wells, the Kentucky fighting man, adopted son of Little Turtle, and one who, since his boyhood, when he was captured by the Miamis, had lived in the native villages and had been brought up by savages. The Pottawatomies that day had carved out his heart and eaten it raw. Slicing it with their scalping knives and passing it around among them. Thus, as they believed, had been imparted to them something of his courage. It was perhaps the greatest compliment they could have paid him.

Excited as they were by blood and victory, the Indians were still quarreling about the division of the spoils. They had stripped the captives of their weapons, their horses, all their belongings, but some had managed to get more than others, and the losers were disposed to fight.

It was on such a scene that Capt. Heald and his little band of fellow captives were forced to gaze. The commanding officer was concealing as best he could, the excruciating pain caused by a wound in the hip. Somewhere in the scattered camp, separated from him, her fate unknown, was his wife, Rebekah, whose bravery during the massacre had impressed the redskins hardly less than that of her gallant uncle, Capt. Wells. She, too, was serverely wounded, but was protected from the fury of the jealous squaws by an admiring brave who thought perhaps that he might win her as his own.

Accounts differ as to exactly what happened after the troops left the sheltering walls of Fort Dearborn. The fighting lasted in all hardly more than fifteen minutes, but in that brief span of time, men showed whether they were heroes or cowards and died the death of one or the other.

During that time, more than a third of the garrison had been slaughtered—thirty-eight men, two women and twelve children. Among the dead were Capt. Wells, Ensign Ronan and Dr. Isaac Van Voorhees. Every alternate wounded prisoner had been put to death, some tomahawked after their surrender; others reserved for a more cruel and deliberate death. The survivors numbered only twenty-five, including eleven women and one child.

The column had not proceeded far when Capt. Wells, who was leading the way, came galloping back.

"They're getting ready to attack," he called. "Form instantly and charge."

Hardly had the troops lined up when the dreaded war-cry, the staccato yelp, went up, and the red death was upon them. The forces met the rush as best they could, but they were hopelessly outnumbered. The Indians had formed in a sort of a horseshoe, hemming in the whites on three sides, and they began swarming over the sand hills like so many devils out of hell. A white-haired man was the first to go down.

The Miamis fled at the first shot, both rear and advance guards, and went galloping over the dunes, headed south as fast as they could whip their horses. One of their chiefs, however, according to Mrs. Helm's account, rode up to the attacking hordes and shouted a malediction at them. "You have deceived both the Americans and the Miamis," he said, brandishing his tomahawk, "and I will be the first to head a party of Americans and return to avenge this treachery."

Whether or not he made this threat, no Miami ever returned, nor were the Pottawatomies ever called to account. As the "ghost" escort disappeared in the distance, Capt. Heald, realizing that the little company was doomed, drew his men together on a crest of sand, prepared to make as desperate a fight as possible.

Glancing back at the fort, where the Indians were slaying the cattle, Ensign Ronan remarked; "Such will be our fate, to be cut down like brutes."

"Well," snapped the commanding officer, "are you afraid?"

"No," returned the other curtly. "I can march up to the enemy where you don't dare to show your face."

A moment later, he was down on one knee, mortally wounded, his strength ebbing rapidly, but still fighting and trying to pick off the nearest Indians.

The horses pranced and bounded as the balls whistled among them. Heald first tried to mass the baggage wagons in order to make a better defense, but the Indians anticipated this move, and, making a flank attack, were threatening the train. Meanwhile, being on high ground, the defenders made an excellent target for the redskins.

Dr. Isaac Van Voorhees, the post surgeon, whose horse had been shot from under him, and who had received a bullet in the leg, limped up to Mrs. Helm. His face was gray and quivering with pain.

"Do you think they mean to take our lives?" he questioned. "I've been wounded, but I think not mortally. Perhaps we could purchase our lives by offering a large reward. . . . Oh, I cannot die, and I'm not fit to die. If I only had a short time to prepare. . . . But death is awful."

In reply, Mrs. Helm pointed to Ensign Ronan, fighting with his last breath.

"Look at that man. He, at least, dies like a soldier."

"Yes," protested the unhappy surgeon, "but he has no terrors of the future. He is an unbeliever, while I . . . ."

But the man who was afraid to meet death was given no time to prepare. Another bullet stretched him out upon the sands.

Capt. Heald, gathering his men about him, led a charge. He managed to break through the lines, but again the Indians closed in, and he found himself in an even more desperate position. By this questionable move he had cut the troops off from the baggage train, now menaced, and had left the weaklings, the women and children and the sick, without protection.

The Indians were quick to see their advantage. Here was a chance to cut to pieces those who could not fight back, and with another whoop, they began rushing the defenseless caravan.

"So that's their game, is it?" muttered Capt. Wells through his clenched teeth. And, without waiting for support, but spurring up his horse, he rode alone into the face of danger.

Private Jordan, who tried to follow him, had a feather shot from his cap, an epaulette from his shoulder, and the handle from his sword. Then, finding himself hemmed in by savages, he surrendered—fortunately to a chief who knew him.

"I remember you, Jordan," he said. "You gave me tobacco in Fort Wayne. We won't kill you, but come with us and see what we will do to your captain."

What happened, horrible as it was, occupied only a few seconds. Capt. Wells, riding to the aid of the women and children, whose cries left strong men unexpectedly weak, had been wounded in the face. But he had accounted for seven Indians—nearly half of those who went to the happy hunting grounds—and was to pot an eighth before he, too, cashed in.

Scarcely recognizable from the blood that smeared his sooty countenance, he reined up for a moment to his niece, Mrs. Heald, who, mounted on her bay mare, had become separated from her husband.

"Goodbye and good luck," he gasped, mopping the blood from his eyes . . . If you come through with this, just tell my wife that I died bravely."

Then, with a flash of redskins in pursuit, he dashed off. Mrs. Heald saw his horse stagger and the rider thrown. But the Indians were closing in on her, too, and bullets were singing around her head.

Wells was dragged by one foot for a few paces more. His horse fell, and before he could get to his feet, he was surrounded. There were friends in the red whirlwind as well as foes. Winnemah and Waubansee, who were foremost in the pursuit, would have saved him, but the treacherous Pee-to-sum stabbed him in the back.

An instant later he was decapitated, and his head, pierced by a gun-stick, was brandished aloft like some weird aegis. Pee-to-sum had the scalp, but there was another souvenir even more desirable. It was the brave man's heart. This was hacked from the torso, and while one of the savages, White Raccoon, held Jordan, who was fighting like a maniac, the savages divided it up among them.

Thus, the courage that was Capt. Wells' passed into them. But there was no lingering torture for the fiery white brave who had sacrificed his life for the defenseless . . . . His name still lives in one of Chicago's streets and in Chicago's memory.

Meanwhile, the painted brutes—braves, as they chose to call themselves,—had closed in on the baggage train, and one young Hiawatha, climbing into the least exposed of the wagons, cleaved with his war hatchet the skulls of twelve children. The last to be struck down was Isabella Cooper, ten years old, the daughter of a soldier. Her father had been killed before her eyes. Isabella was dragged out by the hair, hurled to the ground, and scalped.

As it happened, however, she escaped death, and with her mother and an older sister, was led over to the wigwams, where she had the agony of seeing her father's hair dangling from the belt of one of the braves. A squaw—there were elements of mercy even in these primitives—had knocked aside the tomahawk as it was about to crush the girl's head. She now took Isabella under her wing, applied soothing herbs and ointments to the cruel wound, and nursed the child until she, with the others, was ransomed.

One of the most dramatic incidents of the massacre was the rescue of Mrs. Helm by Black Partridge. Hardly had she turned away from the unfortunate surgeon, Dr. Van Voorhees, after exorting him not to indulge in forlorn hopes but to make the best preparation he could, than she felt herself seized by the arm and whirled around. Her eye caught the glint of a descending hatchet.

Instinctively she leaped aside and caught the blow upon the shoulder.

These pioneer women could fight. As the lieutenant's wife struggled to gain possession of the scalping knife which hung in a scabbard around the neck of her assailant, she was conscious of another factor in the battle. Slowly she was being dragged away toward the lake by another Indian.

Two against one—and that one a woman. She fought blindly, as even the weakest creatures will fight for their lives. She bit and clawed and screamed, but her second captor, who seemed possessed of superhuman strength, clapped his hand over her mouth and pinioned her frail arms. Unable to resist further, she was forced out into the lake until the water rose to her mouth.

"Why doesn't he drown me now and have it over with?" she thought. . . . Then, gradually it occurred to her that she was not to be drowned, but was being held there to some purpose. Glancing up, she recognized, despite the smear of war paint, the familiar features of her old friend, Black Partridge.

The firing having died away, she was led back, her garments drenched, her shoes filled with sand and water. She paused for a moment to wring out her skirt and to peel off her shoes and stockings so as to empty out the sand, but one of those witches, a frenzied squaw, grabbed the shoes and stockings from her hands, and cackling, ran away.

Plodding wearily on, barefoot, she almost stumbled over the body of Dr. Van Voorhees, the man who was afraid to meet death. It was something of a relief when she met Kinzie, he of the charmed life, who assured her that her husband, though he had been slightly wounded, was still safe.

Another greasy Indian had joined Black Partridge now, and was helping to support her as she limped along. The new-comer was no other than Pee-so-tum, his lips still stained with Capt. Wells' heart's blood and with the captain's blood-soaked scalp suspended from his girdle. One could recognize it by the black ribbon around the stumpy queue.

Her shoulder had been cleaved to the bone and the flesh had been scorched by the sun. Half fainting, dead except in spirit, she was dragged, rather than led, to the cluster of tepees on the creek, where she lay until nightfall, to be smuggled over to the Ouilmette cabin by her rescuer.

By this one act, Black Partridge, though he had turned in his medal, atoned that day for many of the atrocities of his fellow red men. In the heat of war, the veneer of civilization drops easily from the best of us. Partridge proved that a red man may have his better side, nor was he alone that day in the demonstration. His deed, fortunately, has been perpetuated in bronze, but Chicago might do more to glorify him. . . .

Mrs. Heald had ridden out on her bay mare, and when she became separated from her husband, the Indians, who had long coveted the animal, were not overlooking any opportunity. Scarcely had Capt. Wells given her his farewell message when she found herself in the midst of a red fever dream.

A swirl of dust, a staccato yell, the whistle of a bullet. Bullets whining around her like mosquitoes. A stab here and there . . . . bursting stars . . . . dull, throbbing pain. The Indians were shooting carefully. . . . So long as they didn't injure the mare.

Six wounds and a sickening faintness. Mrs. Heald cared not what became of her. But there was still plenty of fight in that frail little body. As she was being led away, a crazy squaw made a dive for her blanket. This insult maddened the commandant's wife, who, hardly conscious of what she did, slashed at the hag with her riding whip.

Had she acted with deliberation, she could have done nothing better, for this blaze of defiance so impressed her captors that they formed a guard around her to protect her from further outrages. Whatever their shortcomings, the Indians knew gameness when they saw it.

* * *

"The brave white squaw. No hurt her." And they saw to it that the following day, when Chandonais, the half-breed, who was holding Capt. Heald a prisoner, came into camp with a proposal to exchange her, the deal was made without much bickering.

That evening Chandonais left with his warriors ostensably to officiate at the burning of a prisoner. Capt. Heald and his wife were entrusted to the keeping of the squaws and a small boy. Through the connivance of the half-breed chief, true, at least, to his better racial instincts, the prisoners were spirited out of camp and allowed to escape in a canoe. Eventually they reached Detroit, where the captain gave himself up to the British.

The massacre had come to an end when Capt. Heald, after charging the enemy lines and finding himself separated from the main column, had realized that further resistance would be futile. Suffering from a wound in the hip—a wound that was eventually to cause his death—he gathered together the remnant of his forces—there were not more than a half dozen fighting men intact—and dispatched Perish Leclerc, the half-breed interpreter, to make the best bargain with the Indians he could.

Letourneau, the Blackbird, gave his word that all prisoners should be spared, and that no torturing would be sanctioned. This agreement, however,

proved to be elastic in that it failed to include the wounded in its provisions. One wounded private, Hugh Logan, was butchered when he lagged behind on the way in. Another private, August Mott, met the same fate. One out of every two of the captives was put to death by fiendish torture.

Devilish scenes were enacted that night in the camp. One soldier who had fallen exhausted, was stabbed repeatedly by a pitchfork wielded by a fanatic squaw. One Indian, Wau-bee-nee-mah, was considerate enough to stretch a straw matting between Mrs. Helm and the victim, but while this shielded her from the gruesome sight, nothing could keep from her ears the sound of his dying moans.

A baby was tied to a tree to prevent it from following its mother—Mrs. John Neads—who was dragged into the woods by half-crazed Indians.

Mrs. Fielding Corbin, who was about to become a mother, was tomahawked and scalped. The child, ripped from her womb, was decapitated. . . .

It was of such atrocities that the little band of fugitives in the Kinzie cabin talked in hushed whispers as the sliver of a new moon floated on the western horizon and the sky to the east grew lurid from the flames arising from the ruins of Fort Dearborn.

Ouilmette, his squaw, Archange, and his half-breed children remained undisturbed. The prisoners were scattered among various tribes. The warriors, after fighting over the spoils, departed their several ways, many of them heading south over the sand dunes, to attack Fort Wayne.

Lieut. Helm was carried by the Indians to Kankakee, where he was discovered later by Black Partridge. The latter informed Thomas Forsyth, Kinzie's half brother, at Peoria, and efforts were made to secure his release. The captors haggled over the price until Partridge threw in a pony, a nose ring and a rifle. Helm was freed, found his way to Detroit, and was joined eventually by his wife.

Mrs. Lee, widow of the Hardscrabble settler, whose farm had been raided by the Indians, was carried with her baby to the village of White Partridge at Peoria, where she was ransomed by a fur trader, Du Pin, later to become his wife and to live with him in the deserted Kinzie hut until the return, several years later, of the master.

The Kinzie family remained in hiding for three days. Griffith, the quartermaster, and one of the enlisted men, had been disguised as engagees or weem-tee-gosh. Preparations had been made for departure when a belated party of savages from the Wabash, who felt that they had been cheated out of their loot, arrived to see if anything was left. Finding nothing but the ashes of the fortress, they paddled across the river to the Kinzie cabin. Formidable indeed they looked in their war paint, as they demanded whisky.

The Silverman, shaken by the events of the last few days, was about at the end of his resources, but fortunately Black Partridge, whose medal should have been returned to him, was still there.

"Partridge go make talk with Billy Caldwell. Billy Caldwell can do," announced the chief, still eager to do the white man a service.

He left the cabin and returned presently with the Sauganash—Billy Caldwell, the half-breed son of a gallant Irish officer of the British army. Though he was to be allied with the British in the war of 1812, he could recognize a brave American.

He entered the cabin nonchalantly.

"*B'jou,* my friends," he said, with all the assurance that a Jesuit schooling and his social standing as a Pottawatomie chief could command. "I was told that there were enemies here, but I find only friends. . . . But why have you painted up your faces? . . . . Black! . . . . Can it be that you are mourning for brothers lost in battle? . . . . Or is it that you're fasting? . . . . If so, ask of our friend here, and he will give you all you want to eat.

"What! You don't know him? You don't know Shaw-nee-aw-kee, the Indian's friend? He has never yet refused a red man anything he has need of."

Thus saying, Billy Caldwell placed his accoutrement, including his rifle, behind the door. The surly intruders, taken by surprise, were ashamed to admit their hostile intentions. They had only come, they said meekly, to beg of their friends white cotton cloth with which to wrap their dead.

The Kinzies left on the 18th, packing what they could of their belongings in the bateau that had been turned back when the red whirlwind blew up. With them, when they left, were Capt. Heald and his wife, both wounded, and the later disposed to lament the loss of her precious "empire" bridal comb of tortoise shell and gold, together with her delicately wrought silver service. These wedding presents, seized by the Indians, were returned later, and may be seen today, with Mrs. Heald's breast-pin, Capt. Heald's sword and Capt. Wells' silver knee buckles, in the show cases of the Chicago Historical society.

The fugitives were entertained at St. Joseph by Chief Robinson, Chee-chee-bing-way, of the Pottawatomies.

Kinzie, disguised in the war-paint and feathers of a Pottawatomie warrior, returned to Chicago alone in an attempt to salvage what remained of his possessions, but meeting with indifferent success, followed his family to Detroit, where he was

received as a prisoner of war. He was paroled, but later rearrested and confined at Fort Malden, a redoubt at the mouth of the Detroit river.

One day in September, as he was pacing restlessly up and down the ramparts, he heard a faint "boom" far out on Lake Erie. He listened more attentively. Another "boom" faint and far away. Then, after a long wait, a sloop, the Little Belt, flying the British flag, but with two American gunboats in chase, appeared around the point. The sloop, the last of the British squadron to be captured by Commodore Perry, struck her flag in surrender. The battle of Lake Erie had been won, and the British tenure of Detroit was ended. John Kinzie walked out of the fort a free man.

A sort of a myth seems to have sprung up regarding Mrs. Helm's experiences, which were desperate enough without any embroidery. One version has it that she "finally arrived at Buffalo after six months' slavery among the Indians."

For five days after she was taken prisoner—so the narrative goes—she was denied food, with the exception of a taste of Capt. Wells' heart.

Wading barefoot, and dragging a canoe along the Illinois river, she fell exhausted, and the wife of Wau-bee-nee-mah, a local chief, "dipped up water from the stream, threw maple sugar in it and gave it to me to drink."

It is enough to say that Mrs. Helm was led back to the Kinzie home by Black Partridge, then conducted to Ouilmette's cabin, where she was hidden under the bed. On August 18 she accompanied her parents to St. Joseph, where she remained for several months the guest of Chief Robinson.

Conducted to Detroit, where she met her husband, and was arrested with him by the British commander, she was sent with Lieut. Helm overland in the dead of winter on horseback to St. George on the Niagara frontier, where the two were exchanged and eventually reached friends in Steuben county, New York.

The reports of Mrs. Helm's wanderings were doubtless colored by the news writers of the day.

Fort Dearborn, an empty shell, was burned on the night following the massacre, and in celebration of its burning, the drunken, blood-crazed savages danced and howled, and with their hatchets smashed the skulls of the five surviving wounded prisoners.

Mrs. Neads, who, with the cries of her baby ringing in her ears, had been dragged away into the underbrush by some of the more amorous young braves, was abandoned, half-naked and weakened, and allowed to perish from exposure and starvation after going stark mad.

As the flames burst from the oak ramparts, lighting up the naked red bodies of the capering fiends and the gruesome head of Capt. Wells, brandished aloft like a wierd Jack-o'-Lantern, the little group of refugees across the river huddled in the shadows and made plans for their escape.

Thus far their lives had been spared, but the future was anything but certain. The orgy, like the deserted fort, was burning itself out, but might at any moment take a new and a more ominous direction.

In other times and under other circumstances, they would have laughed as they disguised fair Margaret, Mrs. Helm, and the quartermaster, William Griffiths, as French engagées, Weem-tee-gosh, staining Margaret's face and arms and fitting her with buckskin breeches (what an attractive boy she must have made!) but this masquerade, they realized, was a matter of life and death.

At last the bateau, which had been turned back at the mouth of the river by the Indian runner Topee-nee-be, was made ready, and under friendly escort, the Kinzies and those with them made good their escape, in due time reaching the village of Chief Robinson at St. Joseph.

Of a once happy and prosperous settlement, only four or five log cabins were left. The woods, where the army officers on horseback had gone wolf hunting, or where, in early winter, they had stalked the deer, were abandoned again to the wilderness. The Lombardy poplars, standing sentinel at the gateway of the Kinzie "mansion" seemed to wave a sad farewell.

Perhaps, after all, nothing could have saved Fort Dearborn. Detroit fell to the British even as the flames licked the walls of the prairie stronghold, and its capitulation, too, might have been only a matter of time, as was that of Fort Wayne.

Early American reverses in the war of 1812 had convinced the Indians, always superficial, that the British were the stronger, and Sura-we-wo-nee, war chief of the prairie bands, who had mobilized the Pottawatomies during the last days of Fort Dearborn, and who was stage director, as it were, of the massacre, had delivered his votes to the "hair buyers."

The ashes of the fort were scattered by the four winds; the bodies—those of the whites mutilated—were left where they had fallen, to be picked clean by wolves or whatever other scavengers happened around.

Ouilmette, the squaw man, his wife, Archange, and their half-breed children alone remained. They lost no time improving their social position by establishing themselves temporarily in the deserted Kinzie cabin. Kinzie, returning in the paint and feathers of an Indian, found them thus established and let it go at that.

Du Pin, the Frenchman, who had so gallantly ransomed—and then wed—the comely Mrs. Lee, survivor of the massacre, was, with his wife and the Lee baby, the next occupant of the house, having made his way to Chicago even before the requiem of the snows had cast its benediction on the recent tragedy.

And at about the same time, while the spell of death was still about the place, came Chicago's second permanent settler, the rollicking, gay Jean Baptiste Beaubien. Beaubien had looked in on Chicago shortly after the arrival of the first troops, but finding that Kinzie had a virtual monopoly on the Indian trade, continued to operate his post at Milwaukee.

There, his squaw wife, Mah-maw-bun-no-quah of the Ottawas had borne him two sons, Charles Henry and Madore, but shortly after the Fort Dearborn orgy he had married Josette La Framboise, daughter of a fellow trader, and nursemaid of the younger Kinzies.

Now, transporting from Milwaukee a cargo of goods, and taking his life in his hands, he dickered with Mme. Du Pin for the old Lee hut on the lake, and proceeded to make himself at home.

The newcomer was thirty-two years old, having been born in Detroit, the son of Joseph Beaubien, in 1780. His grandfather, Jean Baptiste Beaubien, had come from France and established himself on the St. Lawrence. As a young man, the Beaubien of the third generation, had availed himself of what advantages, educational and otherwise, he could, and had pushed on into the primaeval woods of Michigan. For several years he served as clerk for William Bailly, fur trader of Grand river. Then he opened up his own post at Milwaukee. Well endowed physically and mentally, he was superior to most traders of his time.

In 1815 he purchased from an army contractor named Dean a low and gloomy, but more commodious log house near the river, paying for it a remarkably high price for those days—$1,000. Into this he moved, and under this roof his son Alexander was born. The old Lee cabin Beaubien used for a barn.

Two years after the massacre, Ouilmette was joined by Alexander Robinson, the two cultivating as a cornfield what in other days had been the garden of the fort.

Thus, in July, 1816, when Capt. Hezekiah Bradley, U. S. A., in pursuance of President Madison's policy (as outlined in his message to Congress) of building a ship canal to connect Lake Michigan with the Illinois and Mississippi rivers, arrived with two companies of infantry to build a new fort over the charred ruins, he found three families living here, the Ouilmettes, the Du Pins and the Beaubiens. The colony numbered hardly more than a dozen.

A New Fort Dearborn Rises from the Ashes

CAPT. BRADLEY'S first duty was a pious one—to collect the bleached bones of the massacre victims (some of the skeletons were pitifully small) and give them a decent burial in the ground staked out for the garrison cemetery. Not until "Taps" had been sounded over these graves was a tree felled or the ruins cleared away.

He then contracted for the purchase of the Ouilmette corn crop, the corn being at that time about knee-high.

The second Fort Dearborn, which was long to remain as a landmark and to be remembered and described by early residents well into the twentieth century, was a square stockade enclosing barracks, officer's quarters, magazine and provision store. Earthwork bastions were thrown up at the northeast and southwest corners, and a block house, which was to stand until 1857, the last record of pioneer days, was built at the southwest corner of the fort.

News that Fort Dearborn had been restored and that federal troops were again holding this strategic point, was not long in reaching the ears of John Kinzie, who, after his providential rescue from Fort Malden, had experienced many vicisitudes. The fortunes of war had carried him to Quebec, where he was promptly seized by the British, scheduled for transportation, and placed aboard a brig bound for England.

The activities of the young and vigorous American navy, however, for the second time did him a good turn. The vessel carrying him as an unwilling transport to foreign shores scarcely had got out of sight of land when it was chased to cover by one of those waspish American frigates then bullying the seas, and Kinzie found himself at Halifax, still on American soil, but still a British prisoner. Eventually he reached Quebec, and on obtaining his release, lost no time in making his way back to Detroit, where his family, placing their hope largely in God, had been living during their Ulysses' wanderings. His oldest son John, brought as a baby to Chicago, but now a strapping youngster of fourteen or so, he apprenticed with Channdonais, his faithful lieutenant, to the American Fur company at Mackinac.

And so again, under the protection of the Stars and Stripes, Kinzie, the Silverman, took up the broken thread of his tangled affairs and tried to re-establish himself in trade. The magic formula, however, seemed to have been lost, for while his reputation as the Indian's friend, as a first-class host and as Chicago's foremost civilian remained unimpeached, the business in calico and trinkets fell off and the old prosperity never was recovered.

But the Kinzie home—Chicago's hearthstone—though its hospitality might not have been quite so lavish as in former days, was still to resound to the merry strains of its master's violin, and there was always to be a seat at the table for the traveler, whether of the fur brigade or a prospective settler.

Courtesy of the Chicago Historical Society

Fort Dearborn as re-built in 1816. The lighthouse was erected in 1831. In the foreground are the ferry and the lighthouse keeper's house. The ferry continued in use until the late fifties.

One of Kinzie's first week-end visitors was Gurdon Saltonstall Hubbard, an overgrown youngster of sixteen, who, like his host's son, John Harris Kinzie, was indentured to John Jacob Astor's American Fur company.

He had come that morning with the fur brigade in one of the long Mackinaw boats. . . . Singing Canadian boat songs and waving oars by way of salute. . . . . Bringing colored blankets, calicoes, ribbons and bangles for the Indians, and bound via Mud Lake and the portage, down the Desplaines, to the mouth of the Bureau river, where young Hubbard was to have his station.

Already, because he could outwalk and outrun any Indian, he was known to the redskins as Papa-ma-ta-be, or Fast-walker.

About the first thing he did on sitting down to the table was to disgrace himself by bursting into tears.

He had begun, auspiciously enough, by telling the good news about young John, who was making good in the fur business and sent his love. Mother Kinzie was telling about her life as a girl among the Senecas.

Across the table from Gurdon was Nell Kinzie, now thirteen years old . . . and the funny little Maria Indiana, who was eleven and very much on her good behavior. And as Mother Kinzie, her now greying hair silvered like a halo under the rays of the whale oil lamp, tried to make the gawky youth feel at home, what did this young and promising fur trader do but blubber.

At that, he might have been excused for this weakness. It had been quite some time since he had seen and talked to a woman, though, of course, there had been squaws. And his own mother, who had taught him to shoot a bow and arrow, and who, with a shot-gun at her shoulder—he remembered—once had defied a war party of Indians, had passed into the great beyond only a few months before.

Another early visitor to Fort Dearborn was Samuel A. Storrow, judge advocate of the United States, but not so austere as his title might imply. This was in 1820. Capt. Bradley had been succeeded by Maj. Dan Baker, and the judge, dropping in unexpectedly, was received by Maj. Baker and his fellow officers, "as one arrived from the moon."

In writing of his visit later, "Traces yet remain,"

said the judge advocate, "of the massacre of 1812, and I saw one of the principal perpetrators, Nes-cot-no-meg."

Particularly happy was the visit, early in 1820, of Henry R. Schoolcraft, the historian, who, accompanied by Gov. Lewis Cass of Michigan; Maj. Bob Forsyth, the latter's secretary and Kinzie's half-brother, and Dr. Alexander Wolcott, who was to be the next Indian agent at Chicago, and who was to marry Nell Kinzie, stopped over for a day or two on an exploring expedition.

They had been tracing the Mississippi to its sources. Fortunately, a sketch of Fort Dearborn and its surroundings from the sand-spit, a crude on the open shores of the lake, the scene of the massacre."

The scene marked, doubtless, by the big cottonwood tree which for many years, and until its decay, stood on the lake front, near the Pullman mansion.

Would you have other pictures of the Chicago of these days? They are not any too flattering.

"We were much disappointed in the appearance of Chicago and its vicinity," writes William N. Keating in a "Narrative of an Expedition," published in London in 1825. "The country offers but few features upon which the eye can dwell with pleasure. There is too much uniformity in the

Courtesy of the Chicago Historical Society

It was in 1831 that a United States post office was established with Jonathan S. Bailey as postmaster. It was in 1833 housed in J. S. C. Hogan's log store near the corner of South Water and Market Streets, Mr. Hogan serving as postmaster as well as storekeeper. The mail from the east arrived every week by pony express until 1835, when a covered-wagon route from Niles, Michigan, was established. The Sauganash Tavern is hidden by the post office. Wolf Point Tavern and Miller's are shown in the distance.

but singularly accurate sketch, made by Mr. Schoolcraft, has been preserved.

"We found Fort Dearborn," he wrote, "under Capt. Bradley and a force of 160 men. . . . The river is utterly choked up by sands, through which, behind a masked margin, it oozes its way for a mile or two until it percolates through the sand into the lake. . . .

"Having partaken of the hospitality of John Kinzie and Captains Bradley and Greene" (Capt. John Greene, who was commanding officer in 1823, and later, as Maj. Greene, in 1836), "we separated, Gov. Cass and his party on horseback taking the Indian trail to Detroit; myself, with two canoes, leaving to complete the circumnavigation of the lake . . . Within two miles of Chicago we passed, scenery. The extensive water prospect is a waste uncheckered by islands, unenlivened by the spreading canvas, and the fatiguing monotony of which is increased by the equally undiversified prospect of the land scenery, which affords no relief to the sight, as it consists merely of a plain in which but few patches of thin and scrubby woods are observed scattered here and there. . . .

"The village presents no cheering prospects as, notwithstanding its antiquity, it consists of but few huts, inhabited by a miserable race of men, scarcely equal to the Indians from whom they are descended. Their log or bark houses are low, filthy, and disgusting, displaying not the least trace of comfort."

And yet, despite this Englishman's report, young

Gurdon Saltonstall Hubbard, wept at the sight of friendly faces, and Schoolcraft, famous historian, was received as one from the moon.

Could it have been, possibly, that it was cold mutton night at the Kinzies' or that the officers at Fort Dearborn still felt a lingering resentment toward the British?

Says another writer, evidently a sportsman and an optimist, telling of the high water in Mud Lake: "Here, after the waters have subsided, vast quantities of aquatic fowl congregate to feed on the wild rice, insects, etc., that abound in it. Swan, geese and brant, passing to and fro in clouds, keep an incessant cackling; ducks of every kind, from mallard and canvasback down to the tiny water-witch and blue-winged teal . . . while hundreds of gulls hover gracefully over, ever and anon plunging their snowy bosoms into the circling waters. . . . Of these we may hereafter send you some account, and when the 'rail-road' is finished between Baltimore and the Rock river, perhaps you may come out and take a week's sport with us."

This letter was written many years before the "rail-road" came.

John H. Fonda, Chicago's first mailman, writing in 1825, before he began delivering the mail, in a tin canister covered with deer-hide, says: "At this period Chicago was merely an Indian agency. It contained about fourteen houses and not more than 75 or 100 inhabitants. An agent of the American Fur company named Gurdon S. Hubbard, then occupied the fort" (Fort Dearborn had been evacuated in 1823, and it was not until five years later that it was again garrisoned).

Courtesy of the Chicago Historical Society

South Water Street, now Wacker Drive, from State to Dearborn, about 1835. Drawn after descriptions by Sons and Daughters of the Pioneers. The building at the left is Eliza Chappel's Infant School, built by Russel Heacock. The square frame building second from the right was Newberry and Dole's Forwarding and Commission House. The last building on the right is Medard Beaubien's residence and store. To the extreme right is shown Chicago's first bridge crossing the river at Dearborn Street.

"The staple business seemed to be carried on by Indians and runaway soldiers who hunted ducks and muskrats in the marshes. There was a great deal of low land and mostly destitute of timber. The principal inhabitants were Mr. Hub-

bard, a Frenchman by the name of Ouilmette, and one B. Beaubien."

Nor were Fonda's impressions changed after a lapse of five years and when, as a mail carrier, he wrote: "With the exception that the fort was strengthened and garrisoned, there was no sign of improvement since my former visit."

Settlers were slow in coming. Memories of the massacre were too recent, and it was as though the ghosts of the victims still haunted the prairie fortress. An occasional sloop arrived from Buffalo, but the passengers after surveying the dismal scene, the lonely group of huts surrounded by the marsh, either returned to the vessel or continued their journey westward in search of fairer lands and brighter prospects.

For fifteen years or so there was no appreciable growth. Chicago as late as 1833 consisted of a single street—South Water—with a few scattered houses, and a civilian population of less than 100. The visitor might have found, however, one symbol of civilization, a tiny log school house a bit west of the fort, where Miss Eliza Chappell, Chicago's first school ma'am, unveiled to the youngsters the mysteries of the three R's.

The factory system, designed by a paternal government to give the little red brothers fair play, was resumed with Jacob B. Varnum of Massachusetts as factor. Mr. Varnum, however, had no more success with the Indians than did his predecessor, Matthew Irwin, who, surviving the massacre, went to Green Bay to continue his duties there and to become the father of the first white child born in that part of Wisconsin. Irwin had been popular enough, but had found it impossible, what with governmental restrictions, to compete with the French traders who could give the Indians extended credit and had no scruples against selling them whisky. Mr. Varnum likewise refused to be cajoled and flattered into giving away his stock of trade goods, and, as he was doing a losing business, the factory was discontinued. The building was purchased by Capt. Henry Whiting, a retired army officer, who was now sutler of the fort.

In 1820, the agency house ("Cobweb castle") was rebuilt, and Dr. Alexander Wolcott was installed as Jouett's successor. Dr. Wolcott, a Yale graduate, the son of a Yale graduate and a distinguished lawyer, made, as can be imagined, something of a contribution to the social life of this isolated post. He was the type of man, the forerunner of many of his kind, of which the West has reason to be proud.

He had been born in East Windsor, Conn., in 1790, the son of Alexander and Lucy Waldo Wolcott; had been graduated from Yale in the class of 1809, and was thirty years old at the time of his arrival in Chicago. He was to be joined here later by his brother Henry, who lived in Chicago until 1846, and whose son, Alexander Wolcott, made a reputation for himself as city surveyor.

A romance which had had its beginnings at the time of Dr. Wolcott's visit earlier in the year, began to flower as the lovely Nell Kinzie, who had reached the golden age of sixteen, was seen more and more in the doctor's company. The latter was a welcome guest at all times at the Kinzies' hospitable table, and Nell, now in long skirts and a saucy poke bonnet, found herself called more than once—by business, of course—over to the agency house.

Their marriage, celebrated in 1823, at the Kinzie residence, was a social event of the first magnitude. Justice John Hamlin of Fulton county was invited to officiate. John Kinzie, father of the bride, played the wedding march on his mellow violin, and his eyes were dim with tears as he swung his bow. A blanket invitation was extended to all, and everybody came. Indians, French Canadians, voyageurs, engagées, traders, army officers made a colorful picture. Dancing continued until dawn. Heckatombs of venison and duck were sacrificed for the wedding feast.

When Fort Dearborn was abandoned that year, Dr. Wolcott was entrusted with the care of the government property, and he and his bride moved into the officers' headquarters, where they lived until 1828, when the fort was regarrisoned. Dr. Wolcott, of whom Schoolcraft writes, "he was a gentleman commanding respect by his manners, judgment and intelligence," was appointed justice of the peace for Peoria county in 1827. It is recorded that he was judge of a special election held at the Kinzie residence (then occupied by James Kinzie, John's half-brother) in 1830. Dr. Wolcott died a few months later. His widow, with her half-sister, Mrs. Helm, who had returned from Steuben county, N. Y., remained at "Cobweb castle" until 1831. Then they sold their household goods at auction, and accompanied by their other sister, Maria Indiana Kinzie, the wife of Lieut. David Hunter, left for Fort Howard, Green Bay.

One family that was not frightened away by the inclement aspect of Chicago when it was still a one-street town, was that of James Galloway. Mr. and Mrs. Galloway and their 14-year-old daughter Mary, arrived from Sandusky in 1826 with a stock of trade goods. The schooner on which they had embarked had been wrecked near Mackinac by its drunken captain. Galloway, however, managed to salvage his possessions, which he transferred to an American Fur company

boat, and, little the worse for his experience, continued his journey to Chicago. The Galloways and their goods, being put ashore on the sands, their first concern was to find shelter. They were entertained temporarily by the hospitable Beaubien, and a few days later found more permanent quarters in a log cabin at Hardscrabble belonging to Chief Alexander Robinson.

On Mary's impressionable mind, Chicago stamped itself (as she wrote afterwards) as "a black and dreary expanse of prairie with occasional patches of timber." At the mouth of the river, the log mansion of Jean Baptiste Beaubien and his warehouses nearer the lake. Opposite Fort Dearborn, the double log house occupied by John Kinzie,

Courtesy of the Chicago Historical Society

The Green Tree Tavern built in 1833 by James Kinzie at the northeast corner of Canal and Lake Streets, so named because of a solitary oak tree that stood near.

and Alexander Wolcott's "Cobweb Castle". . . Near this, the blacksmith shop of Daniel McKee and Joseph Porthier. . . . At the fork of the river, a store owned and occupied by James Kinzie and David Hall of Virginia. . . . At Hardscrabble, five or six cabins, several of which were occupied by the La Framboises, Francis, Francis, Jr., Joseph and Claude . . . another by Mr. Wallace, another by Barney Lawton.

The James Kinzie, to whom she refers, was the son of John Kinzie and his common-law wife, Margaret McKenzie. After the war of 1812, he had come west, and in 1821 became involved in trouble with the government for bootlegging whiskey to the Indians. His operations at that time centered around Milwaukee. In 1829 he built a tavern in Chicago—the store at the fork of the river mentioned in Mary's reminiscences. This was known as Wolf Tavern, and was kept later by Elijah Wentworth. In 1833 James Kinzie built the Green Tree tavern at Canal and Lake streets, the inn taking its name from a solitary oak that stood nearby. David Hall of Virginia, his half brother, the son of Benjamin Hall, whom his mother, Margaret had married after her return to the Old Dominion, was his partner in his hotel ventures.

At these early inns, especially as settlers began to arrive, much of Chicago's good cheer was dispensed. Primitive as the taverns were, they were the only social centers. The keys, as you might suspect, had been thrown into the river, and the lights were burning at all hours of the night. Here boisterous public meetings and dances were held. As time went on, the inns were taxed beyond capacity, and Chicago pioneers, overflowing the bedrooms, were given accommodations in the halls, in the taproom, and even outdoors, in the yard and in the wagon sheds.

Kinzie, who seemed to have outlived his evil reputation as a bootlegger, acceded to various positions of trust and honor. He was the first sheriff of Cook County. Also he became the town auctioneer and a school trustee. He remained here until 1835 when he moved to Racine. His death occurred at Clyde, Wis., some thirty years later.

Another tavern of the early days was the Miller House on the north side, of which Samuel Miller was proprietor. In 1826, Elizabeth Kinzie, daughter of John Kinzie and Margaret McKenzie, was given in marriage to Miller, her father, who had been made justice of the peace of Peoria county the year before, performing the ceremony with something

of a flourish, and afterwards playing the fiddle for the dancers.

Kinzie, by the way, was getting on in life. The sixty-three years, most of which he had spent in the wilderness, had by no means passed over him lightly. He had lived as it is the privilege of few men to live. But he had paid the penalty. His hair and beard were gray; his kindly face was seamed, and his hand trembled a bit perhaps, as he toasted the bride.

Since his return to Fort Dearborn, he had been given government positions; he had been sub-agent under Dr. Wolcott, and had had other emoluments, but the debacle of 1812 had left its marks, and he no longer had the old self-assurance. Nor, with all his

Had young John, possibly, been asking his father for money?

Mary Galloway, as she began to take her place in the life of the frontier settlement, couldn't have found the town altogether a "black and dreary" waste.

If one wanted companionship, there was Archibald Clybourne, twenty-four years old, who had come to Fort Dearborn in 1823, three years before Mary arrived. Archibald, together with his half-brother, John K. Clark, had done a little pioneering. After a few months, they had become so well established that they sent to Virginia for their parents, Jonas and Elizabeth Clybourne, and settled permanently on the north branch of the river.

Courtesy of the Chicago Historical Society

"The Forks" in 1833. On the west side of the river at Wolf's Point is shown a log store built by James Kinzie and kept as a tavern as early as 1830 by Archibald Caldwell. In that year Elizabeth Wentworth rented the tavern from Kinzie at a rental of $300.00, keeping it about a year. General Scott made this his headquarters during the Black Hawk War in 1832. On the north side is Miller's Tavern. Opposite Miller's was the Sauganash Tavern, shown on page forty-nine.

efforts, had he ever brought his fortunes up to former levels.

One of the few letters he ever wrote—fortunately preserved—gives us an insight into his life—and heart—after his attempted comeback. It was addressed (in 1821) to his son, John Harris Kinzie, who had been apprenticed to the American Fur company, and who later (in 1826) became secretary to Gov. Cass, and then, aide de camp with rank of colonel. The letter told of bitter disappointments and revealed the writer's impoverished condition.

"Dear Son," he wrote, "I have been reduced in wages, owing to the economy of the government. My interpreter's salary is no more, and I have but $100 to subsist on. It does work me hard sometimes to provide for your sisters and brothers and maintain my family in a decent manner."

The mother, Elizabeth, will be remembered as one of the McKenzie girls, the sister of Margaret (with whom John Kinzie formed an alliance), who, after being kidnaped by the Indians and being ransomed to John K. Clark, the Scotch fur trader, was taken by her father, the old frontiersman, back to Virginia, where she married Jonas Clybourne.

Archie was ambitious, and he confided some of his hopes and ambitions to little Mary Galloway, who was beginning to grow up, and who, as we have seen, was easily impressed. The result was inevitable. It was written in the stars that Archibald and Mary were to marry and that she was to come and live at the Clybourne house on the north branch.

Archibald and Sam Miller, the inn-keeper, were

authorized to operate Chicago's first ferry, crossing the river at the lower forks near Wolf's Point, and again at the northeast branch, "to land on either side of both branches to suit the convenience of persons wishing to cross."

Clybourne and Miller were to pay a tax of $2 and execute a bond with security for $100. The rates, according to the official record, were to be "one-half the sum that John L. Bogardus gets at his ferry at Peoria. It was ordered that the following rates be charged:

For each foot passenger	6¼ cents
For each man and horse	12½ cents
For each Dearborn sulkey chair with springs	50 cents
For each one-horse wagon	25 cents
For each four-wheeled carriage drawn by two oxen or horses	37½ cents
For each cart with two oxen	37½ cents
For each head of neat cattle or mules	10 cents
For each hog, sheep or goat	3 cents
For each hundred-weight of goods, wares and merchandise and each bushel of grain	6¼ cents

And all other articles in just and equal proportion.

Clybourne was Chicago's first constable and was later a justice of the peace. He became also Chicago's first butcher—the father of the Union Stockyards—and during the Blackhawk war of 1832, he was to help feed the settlers who fled to Fort Dearborn for protection.

Among the occasional passengers on the ferry at this time was Billy Caldwell, the half-breed Pottawatomie chief and former secretary to Tecumseh, who had saved the lives of the Kinzies after the massacre was over. Chief Billy, despite his affiliations with the British in the war of 1812, was so highly regarded that he was granted 1,600 acres of land on the north branch and was made a justice of the peace. He remained long a resident of early Chicago, and in 1836, he aided in the removal west of the Mississippi of the last of the remaining Indians. He, himself, followed the Indians westward, and died in Council Bluffs, September 28, 1841.

The arrival in 1826 of Mark Beaubien, a brother of the genial Jean Baptiste Beaubien, added measurably to the gaiety of the little colony. Mark came on horseback, leading a pack train over the Indian trail, and with him was an Indian guide. He and his brother immediately proceeded, after the amiable manner of Frenchman, to make merry and to celebrate his arrival, which, after all, was something of an occasion. Mark had brought with him his violin, and as Kinzie's bow was faltering, the new fiddle was especially welcomed.

Courtesy of the Chicago Historical Society

Archibald Clybourne's mansion, built in 1837, on the North Branch at the crossing of the Bloomingdale Road, where later were the North Chicago Rolling Mills.

Mark, scorning any formal hospitality, camped under the stars until such time when he purchased a log house from James Kinzie.

"There was no town laid out, and I didn't expect no town," he told us later, in his breezy way. "When they laid out the town, my house was in the middle of the street. . . . I bought two lots, where I built the old Sauganash, the first frame house in Chicago."

The Sauganash—an inn of many memories—

stood at Lake and Market streets, on the site afterwards occupied by the Wigwam, where Abraham Lincoln was nominated for the presidency.

Mark was easily the most illustrious of Chicago's early inn-keepers. The town elections—after Chicago was incorporated—were to be held under his hospitable aegis. There were merrymakings galore, all seasoned to the music of his violin. Mark loved his fiddle, and bequeathed it, in his old age, to the Calumet club.

Chicago of the '30's knew him as its first man-about-town. He was at his best, perhaps, at a horse race, in a swallow-tail coat with brass buttons and nankeen trousers. He had a favorite song about the surrender of General Hull at Detroit, which he sang when the occasion warranted.

of which no historian ever has written. He died, April 16, 1881, at Kankakee, at the home of his son-in-law, George Matthews, who had married his daughter, Mary.

As for his brother, Jean Baptiste, as agent of the American Fur company, he occupied the company's building outside the south wall of the fort, and lived there until 1840.

Had it not been for the Beaubiens—some of whom still add to Chicago's lustre—the prairie town would have been dull indeed. Jean Baptiste was president of the village debating society when its meetings were held in the fort. At the famous meeting of the Cook county militia, held at Laughton's tavern, "the Punch Bowl of Ogden avenue," which "sparkled with good cheer" and where "the

Courtesy of the Chicago Historical Society

The Eagle Exchange Tavern, built in 1829 by Mark Beaubien, was in 1831 enlarged to meet the needs of the incoming settlers and re-christened The Sauganash. This famous hostelry stood on the south bank at the point where the river turns to flow east. The Franklin MacVeagh grocery house at Lake and Market Streets now occupies this site.

He was the father of numerous progeny: Josette, Mark, Jr., Oliver, Joseph, Emily, Soliston, George, Napoleon, Edward, Helena, Elizabeth, Gwinny, Frances, Monique, and of another child who died in infancy. These were the children of his first wife, Monique Nadeau of Detroit. Robert, Frank, Mary, Ida, Jimmy, Jesse and Slidel were the children of his second marriage.

If Chicago's population did not increase during Mark's residence here, surely it was not his fault. Somehow, the strains of his violin seem to recur as the warp and woof of a golden thread in the motif of Chicago's great symphony.

Mark's last visits to Chicago were in 1879 and 1880, when he attended the Calumet club receptions to old settlers, and when he told of the days

hearts of a lively crowd were filled with fun and jollity," Beaubien was unanimously elected and acclaimed the company's first colonel. And it was as Col. Beaubien that Chicago knew—and loved—him for many years. In 1840, he moved out to his farm on the Desplaines, and died in Naperville in 1863.

It was at Mark's "Eagle Exchange" or Sauganash, that his daughter Emily grew up and from there she went to school. It was when she was about seven years old that she and her mother were given something of a scare.

Gov. Cass, with his nephew as bodyguard, had arrived at her father's hotel, to pay off the Pottawatomie Indians. The money, in silver half-dollars,

in wooden chests, was stacked up around the tavern walls.

Was there no danger, he was asked, of the savages making a raid on the treasure?

"Never fear," the governor replied pompously. "I'll be ready for them when they come."

At about midnight, a blood-chilling Indian war-whoop was heard. Moccasin-clad feet danced on the veranda, and tomahawks battered at the door. The door was opened, and a dozen young braves in war-bonnets forced their way in, brandishing their hatchets and demanding their money.

Emily, peeping from behind her bedroom door, saw them invade the governor's suite and stage a war dance at his bedside. Finally they raised the valance, only to find his excellency and his body-guard hiding under the bed.

But the invaders proved to be only Bob Kinzie and his pals. Lamps were lit and drinks were ordered, and there was no more sleep in the tavern, at least for that night. The next day there was a real war dance; the payment to the redskins was made, and the Indians went on west of the Mississippi.

Emily, despite the fact that she had three older brothers and an elder sister, might have been lonesome, had it not been for her little chum, Emily Twogood, who had come with her father and mother in an open barouche from New York. Little Miss Twogood was a product of the effete East, and when invited to climb a ladder into the ladies' dressing room to don her pink satin party dress for the ball to be given in her honor, did so with misgivings. Descending the ladder in none too amiable mood, she was caught up by the gay bucks and whirled around the floor until her head began to spin. Then she lost her sense of dignity and decided that she rather liked Chicago hospitality. She remained until the last, one of the merriest of the dancers, and was later married to one of the young men who had literally swept her off her feet.

The Winnebago Scare

It was a lucky day for Chicago when Gurdon Hubbard, who, on a previous visit had wept at the sight of a woman, returned to establish himself here permanently. This was in 1827, a few months before the Winnebago scare. Hubbard, now a seasoned trader and trapper, whose home was in the saddle, had developed the chain store idea, and was the proprietor of a string of trading posts between Fort Dearborn and the Wabash river. The path connecting these—today, the route of the Eastern Illinois railway—was known as Hubbard's trail. Hubbard had bought fifty ponies from Big Foot, a Pottawatomie chief at Lake Geneva, and, loading them with trade goods, came on to open up his post in Chicago.

No Longfellow has celebrated in verse the heroic ride of Gurdon Hubbard, to Danville and back, to bring relief to the little colony when it was menaced by the Winnebagoes, but it is a ride, nevertheless, as notable as Paul Revere's and as deserving of an epic.

The settlers might have surmised from the attitude of the Pottawatomies that something was in the air. The fort had been struck by lighting during a midsummer thunder storm, and the barracks had been set afire. Awakened by the alarm, Hubbard and Bob Kinzie ran to the bank of the river, but found the canoe swamped. They swam the stream. Kinzie, rolling himself in a wet blanket, mounted the roof of the barracks, while Hubbard recruited a bucket brigade. This was augmented presently by John Kinzie, his wife and his daughter, Mrs. Helm. For an hour or more they fought the flames before they had the fire under control. It was noticed that the Indians, who had assembled to receive their government dole, looked on, but had refused to assist the fire fighters.

A few days later, Gov. Cass and his secretary, Bob Forsyth, arrived in a birch-bark canoe manned by a crew of thirteen, and it was from them that the colony first learned of the Winnebago war and of the massacre on the upper Mississippi.

Gov. Cass had been at Green Bay to conduct a treaty with the hostile savages, but when they failed to appear, being otherwise engaged, as he found out, he had portaged over to the Wisconsin river, and, shooting in a canoe past the Winnebago camps before any alarm could be given, had reached the Mississippi.

Descending this stream to Jefferson barracks, near St. Louis, he had commandeered a steamship and retraced his course, keeping an eye open for the savages. On reaching the mouth of the Illinois, he had abandoned the steamer, and made his way to Chicago, via the Desplaines, by canoe, announcing his arrival by the familiar Canadian boat song.

At this time, Fort Dearborn was ungarrisoned. Dr. Wolcott was in charge of the government property, and was occupying the brick building just inside the stockade. The officers' quarters were tenanted by Russell E. Heacock and several others, while the barracks housed a company of voyageurs.

A council of war was held. Big Foot, the Pottawatomie chief at Lake Geneva, was suspected of

being in league with the Winnebagoes. The friendly chief, Shab-o-nee, in company with Billy Caldwell, was sent on to reconnoiter and to bring back a report. On their arrival at Big Foot's village, Shab-o-nee was taken prisoner and accused of being a spy. Caldwell, meanwhile, had remained on the outskirts of the village. Shab-o-nee told the chief that he thought it was foolish for the Pottawatomies to ally themselves with the Winnebagoes, but suggested, by way of strategy, that if such were to be the course, he and his own tribe would join the alliance. With these assurances, he was permitted to return to his village with one of Big Foot's braves as an escort. Approaching Chicago, under the pretext of obtaining food from Kinzie, Shab-o-nee managed to slip away to Fort Dearborn and inform the settlers of the conditions that existed.

Then he continued the journey to his village, where Big Foot's emissary harangued the Pottawatomies. The redskins listened in stolid silence to his oratory, and at the conclusion of the speech, announced that they preferred to remain neutral.

Meanwhile, the settlers, haunted by visions of another massacre, deserted their log homes and scurried with hastily prepared bags of provisions to the strong arms of the fort. Plans for defense and for relief were discussed while a whale oil lamp sputtered overhead.

Toward evening, Gurdon Hubbard, a picturesque figure in his buckskin shirt belted in at the waist by a red sash from which dangled his 'baccy pouch and his sheathed hunting knife, stood up, and rather blasphemously announced that he would go to Danville and bring help. The informal way in which he made this offer electrified the gathering, which knew full well the dangers of the Vincennes trail. The adventurer who escaped the swollen streams and the prowling Indians, had a fairly good chance of becoming wolf meat. But if anyone was familiar with the trail, that man was Gurdon Hubbard.

It was believed that no attack would be made until Big Foot's messenger had returned with his report, and this would give the settlers at least two weeks' security.

Impatient to be off, now that he had made the decision, Hubbard saddled Molly, his favorite mare, mounted, felt the palisade gates bump his heels, and heard a sigh of relief from the other side.

"Like a messenger of the wind," as one of our modern writers has described this nineteenth century Revere, "his long hair flowing behind him, his bushy brows close to the horse's mane, he rode due south, uttering a whoop of defiance as he whistled past the wigwams of the astonished Winnebagoes." Molly lasted fifteen miles.

Then, reaching his trading house on the Iroquois river at midnight, he changed horses and ploughed on through the rain and blackness. Three horses he wore out and brought to their knees as white foam moistened the coarse grass of the prairies.

"On reaching Sugar Creek"—this is from his own account of the ride—"I found the stream swollen out of its banks, and my horse refusing to cross, I was obliged to wait till daylight. . . . I swam the stream and went on, reaching my friend (Pegleg) Spencer's house at noon, tired out.

"Spencer started immediately to spread the alarm, asking for volunteers to meet at Danville the next evening with five days' rations. By the day following, one hundred men were organized into a company, and appointing Achilles Morgan, an old Indian fighter, as their captain, started for Chicago, camping that night on the north fork of the Vermilion river.

"It rained constantly, the trail was very muddy, and we were obliged to swim most of the streams and many of the sloughs; but we pushed on, reaching Fort Dearborn the seventh day after my departure, to the great joy of the waiting people."

Further details of the ride are supplied by the narrative of one of the recruits, Hezekiah Cunningham, who held a captain's commission in the Vermilion County battalion organized under the state militia laws.

Awakened late at night by his brother-ln-law, who told him that Hubbard had just come in from Chicago with news of an impending massacre, he scrambled into shirt and trousers and proceeded to notify the members of his company to meet at Butler's Point, six miles from Danville, on the following morning. All night he rode up and down the Vermilion, spreading the alarm.

At noon the next day the battalion assembled. Many of the men had to walk from six to twelve miles to the rendezvous. Some were without horses, while others had borrowed horses from the neighboring settlers. Five started to Chicago on foot. After being mustered in, the militiamen disbanded, returning to their homes to prepare the necessary five days' rations. Each had a pint of whisky to mix with the slough water which they were to drink en route.

"We arrived at the Vermilion river about noon, the day after assembling at Butler's Point," Capt. Cunningham tells us. "The river was up, running bank full, about a hundred yards wide, with a strong current. Our men and saddles were taken over in a canoe. We undertook to swim our horses, but as they were driven into the water, the current would strike them, and they would swim in a circle, returning to the shore a few rods below.

"Hubbard, irked at this delay, threw off his coat and said, 'Give me Old Charley,' a large steady-go-

ing horse owned by James Butler and loaned to Jacob Heater. Hubbard, mounting this horse, dashed boldly into the stream and the others quickly crowded after him.

"The water was so swift that Old Charlie became unmanageable, but Hubbard, dismounting, seized the horse by the mane, and swimming with his left arm, guided the animal to the opposite shore. We were afraid he would be washed under the horse or struck by its feet and be drowned, but he got over without damage, save for the wetting of his broadcloth pants and buckskin moccasins. These he had to dry on his person as we pursued our journey."

Three miles out of Danville they passed the cabin of Seymour Treat, and this was the last human habitation until Hubbard's trading post on the Iroquois river was reached.

And from there on, into Chicago, with the exception of a few scattered wigwams, nothing but a wilderness of prairie. At Bicknell's Point on the north branch of the Vermilion, three of the foot soldiers and two horsemen turned back as the condition of the streams made it impossible for them to continue. Then, stringing out along the trail in Indian file, the relief expedition made Sugar Creek and camped there for the night.

At Hubbard's trading house, again to quote Capt. Cunningham, "a lot of Indians, some of them half-naked, were lounging about the river bank, and when it was proposed to swim our horses over, the men objected, fearing the Indians would stampede the animals or do us other mischief. Hubbard assured us that these Indians were friendly, and we afterward learned that they were Pottawatomies, known as Hubbard's Band, from the fact that he had long traded with them and had a great influence over them."

The company was deficient in arms. "We had gathered up," says Capt. Cunningham, "squirrel rifles, flint-locks, old muskets or anything in the shape of a gun that we may have had about our houses. Some of us had no firearms at all, and I, myself, was among this number."

At the trading post, Hubbard provided the men with flour and salt pork, a supply of which he had recently brought up the Iroquois river. The troops remained there for several hours cooking rations for the last stage of their journey.

The next stop was near Momence, which point they reached by fording the Kankakee river at the rapids. A few miles farther on they passed Yellowhead's village. The old chief, a few old men, squaws and papooses, were at home; the young braves, off on a hunt. That night the riders camped at the point of timber on Yellowhead's Creek, and the following morning, still in a deluge of rain which made the trail almost impassable, they crossed a branch of the Calumet and found themselves to the west of Blue Island. Many of the sloughs were so deep that the men dipped up water to drink as they sat in their saddles.

"Hubbard fared better than the rest of us," says Capt. Cunningham; "that is, he did not get his legs wet so often, as he rode a tall, iron-gray stallion that Pegleg Spencer had loaned him. The little Indian pony which he rode in from Iroquois to Spencer's was so used up as to be unfit for the return journey.

"We reached Chicago about four o'clock on the evening of the fourth day, in the midst of one of the most severe rain storms I have ever experienced; accompanied by thunder and vicious stabs of lighting. The rain we did not mind—we were without tents and were used to the wetting. The water we took within us hurt us more than that which fell upon us, as drinking of it made many of us sick.

"The people of Chicago were very glad to see us. They had been expecting an attack every hour since Hubbard had left them, and as we approached, they were not sure whether we were enemies or friends.

"They had organized a company of thirty or fifty men, composed mostly of Canadian half-breeds, interspersed with a few Americans, all under command of Capt. Beaubien. The Americans, seeing that we were a better-looking crowd, wanted to leave their associates and join our company. This feeling gave vent to something of a quarrel, but the officers finally restored harmony and the malcontents went back to their old command.

"We kept guard day and night for some eight or ten days, when a runner came in—I think from Green Bay—bringing word that Gen. Cass had concluded a treaty with the Winnebagoes and that we might now disband and go home.

"The settlers were overjoyed at the news, and in their gratitude, turned out one barrel of gin, one barrel of brandy and one barrel of whisky, knocked in the heads of the barrels and invited everybody to take a free drink. And, to tell the plain truth, everybody did drink.

"The ladies treated us especially well. They furnished us with all manner of good things to eat, loaded us with provisions and gave us all those delicate attentions that the kindness of woman's heart would suggest. Some of them—three ladies who, I understood, were recently from New York—distributed tracts and other reading matter among our company, and interested themselves zealously in our spiritual as well as in our temporal welfare."

* * *

Little remains to be told about this twilight

period of Chicago's history. The year of 1828, though the shadow of the red man was fast fading into the horizon and the wigwams had become fewer and more widely scattered, saw Fort Dearborn regarrisoned, with Maj. John Fowle in command. Among the officers at that time was Lieut. David Hunter, who had come from St. Louis on horseback. Nor was he long in finding an affinity in Maria Indiana Kinzie, whose marriage to this dashing young officer was the second to be celebrated in the Kinzie family. It is recalled that Lieut. Hunter had to send an enlisted man sixty miles on foot to Peoria to obtain the marriage license. The bride and groom marched to the altar under an arch of swords.

The patriarch, John Kinzie, however, did not live to play the fiddle at this wedding. He had reached his journey's end only a few months before. Having abandoned the original home, about which many happy memories still lingered, he was on a visit to his daughter Nell—Mrs. Alexander Wolcott—at her home inside the compound, when he was stricken suddenly with apoplexy. Gurdon Hubbard was sent for and arrived just as Kinzie drew his last breath. A shadow fell over the little settlement when it was realized that its foremost resident was gone. John Kinzie was buried on the shore of Lake Michigan not far from the fort. The body later was removed for burial on the north side. Then it rested in the cemetery that in course of time made way for Lincoln park. John Kinzie sleeps today at Graceland.

In 1829 the old Kinzie home was used by Anson H. Taylor as a store. Two years later, when the mail was brought on horseback twice a month from Detroit, it was Chicago's first postoffice and the residence of Postmaster Bailey. Its last known tenants were Mark Noble and his family. But after 1832, this landmark, now an empty shell, battered by the winds and by the sands that blew up from the lake shore, the soul gone out of it, the doors and windows spun with cobwebs, gradually fell into decay, and no one remembers when it finally disappeared, to be known no more.

But the Kinzie tradition had by no means died out. In 1832, during the Blackhawk war, Fort Dearborn, which had been left temporarily again without troops, reechoed once more to the bugle calls, and Maj. William Whistler, who had helped his father build the first fort, succeeded Maj. Fowle in command.

To this rock in a weary land fled in the panicky days that followed, frightened settlers, seeking refuge within its gates.

Maj. Whistler had a lovely daughter, Gwenthlean, who, at the age of sixteen became the bride of Robert Allen Kinzie, at that time Chicago's most eligible bachelor. Mr. and Mrs. Kinzie, representing the second generation of pioneers, lived here for many years, prominent in the early social and civic life of the growing city.

John Harris Kinzie, who, it will be remembered, was brought as an infant in arms to the prairie settlement, and who had won distinguished honors in the service of Gov. Cass, had married, at Middletown, Conn., the beautiful Juliette Magill, and the newlyweds came to Chicago to make their home here. Juliette Kinzie was the author of "Waubun," a picturesque record of forgotten days and times, and the source—though at times doubtful—of much of the material used by historians in their story of Chicago.

Dr. Wolcott was succeeded as Indian agent by Col. Thomas J. V. Owen, and Billy Caldwell was employed as his interpreter. When Chicago was incorporated as a town, Col. Owen became president of the first board of trustees. Dr. Wolcott died in 1830, and his widow, Nell Kinzie, after a lapse of six years, married George C. Bates of Detroit. Her death occurred in Detroit in 1860.

Ouilmette remained a familiar figure around the fort until 1829, when, through his Pottawatomie wife, Archange, he obtained a grant of land at Grosse Point—"Beauty's Eyebrow"—on the north shore. This land he farmed until 1835, and when the Indians were transferred to reservations west of the Mississippi, he accompanied them as far as Council Bluffs. His first daughter, Elizabeth, married Michael Welch, Chicago's first Irishman, and, after his death, became the wife of Lucius L. Darling of Kansas. Another daughter, Josette, married John Derosche, and settled on the Kansas river with her tribe. The village of Wilmette perpetuates the memory of the squaw-man's name. Aside from living here, he did little to deserve the honor.

As for Black Partridge, his village at Peoria had been wiped out by his enemies, nor is it recalled that any white man went to his assistance in his time of need.

In 1829 a license was granted by the Peoria county authorities to Archibald Caldwell to keep a tavern at Chicago. The inn was located on the west side of the north branch not far from James Kinzie's store and the residence of Chief Robinson. It was stipulated that he pay a tax of $8 and give bond with security for $100. Prices as established by the county court would seem entirely reasonable today. A half pint of wine, rum or brandy was to sell for 25 cents; a pint for 37½ cents. A gill of whisky came to 6¼ cents; a half pint, to 12½ cents, and a pint to 18 cents. A charge of 25 cents was imposed for breakfast, dinner or supper,

while 12½ cents was the legal price of a night's lodging.

Maj. John Fowle, who had succeeded Maj. Whistler as commanding officer of Fort Dearborn, was in charge when Chicago's first church, the First Presbyterian, was organized, June 26, 1833, by the Rev. Jeremiah Porter, army chaplain, who had been transferred to Chicago from Fort Brady.

Chicago had about 400 inhabitants at that time, but with the exception of "Father" Walker, the itinerant Methodist preacher, who had come once a month from his Indian mission on the Fox river and had gathered a few Christians together in his log house, there was no one to minister to the spiritual needs of the community.

Philo Carpenter, who had preceded the army chaplain by about a year, had established a Sunday school and had conducted prayer meetings, and in these efforts he was assisted by John Wright and his son. For months he had tried to secure the services of an ordained minister, but without success, and when, one day, he discovered the presence of Mr. Porter, whom he had known as a student at Williams college, he exclaimed: "This is like the bursting out of the sun from the darkest clouds!"

"Yesterday," he added, "was the darkest day we ever saw. We were to lose one of our praying officers and were expecting only godless men with the new troops, and Mr. Carpenter had gone back to New York for his spring goods."

With the aid of Maj. Fowle and his men, the carpenter shop was made to do as a church, and twenty-six members, including some of the officers and their wives, were recruited. The first sermon was preached from the text: "Herein is my Father glorified that ye bear fruit; so shall ye by My disciples."

Courtesy of the Chicago Historical Society

The Block House of the Second Fort Dearborn, demolished in 1857, looking north from what was formerly River Street.

In the spring of 1835 Mr. Porter was married to Eliza Chappell, the schoolmistress, and accepted a call to Peoria, leaving the church temporarily without a pastor. It was destined to become, however, despite its modest beginning, one of the foremost congregations of Chicago.

The account of an early Chicago wedding—as it has come down to us from "Long John" Wentworth, years before he was elected mayor—may

serve to fill out the picture. One of Joe Laframboise's daughters was the bride; the bridegroom was Tom Watkins, the popular mail carrier.

Tom had gone to the printing office and had fifty invitation cards struck off. These, however, proved inadequate, and he issued a second edition of fifty more. But so many of his friends expressed a desire to attend the ceremony that he ordered another hundred from the printer. Finally he gave it up, and announced that anybody might come who wanted to. The whole town took him up on his offer.

"The house," says Long John, "was of no particular use, as it was full and overflowing with people.

"The wedding made a strong impression on my mind, at is was the first time I had ever seen an Indian war dance. Some of the guests not only had their tomahawks and scalping knives, but many of them had real scalps which they professed to have taken in various Indian wars. Their faces were painted, and so well did some of our young men and women play the part, that is was difficult to distinguish them from the genuine redskins."

The state legislature in 1829 had appointed a commission to dig a canal connecting Chicago with the Mississippi by way of the Desplaines and Illinois rivers; to lay out towns, and to sell lots, the proceeds to apply on the construction of the waterway. James Thompson was employed to survey and plot the town of Chicago, and the completion of this survey and the filing of the plat, bearing the date of Aug. 4, 1830, marks the date of the geographical location of the city.

Then ensued one of the wildest land crazes of history. Settlers made their way Chicagoward by foot and on horseback, by carriage and covered wagon; by stage and steamship. The Sauganash was so crowded that the host even boasted of passing the blankets from bed to bed as his guests fell asleep and other guests arrived. Fernando Jones, who for many years remained Chicago's "oldest inhabitant," came with his father on the brig Illinois. On the same ship were Abram Gale and his wife, the latter a New York milliner. "Long John" Wentworth arrived carrying his shoes in his hand and his spare clothes in a blue-checked handkerchief.

Land values doubled and quadrupled over night; options were bought and sold as fast as the transactions could be handled.

In 1835 the last of the Indians were sent on their way toward the setting sun. Five thousand of them, Chippewas, Ottawas, Pottawatomies, with their chiefs, braves, squaws, papooses, ponies and dogs, camped out on the prairie, smoking, chattering and otherwise occupying themselves pending the final negotiations for the sale of the remaining Illinois lands. Then a lurid war dance as a farewell gesture, and they were gone, never to return.

Maj. Joseph Plympton was in command of Fort Dearborn when, on December 29, the last salute was fired, the flag was struck, the last sentry was withdrawn, and the troops filed out for the last time. The weather-beaten block house remained as a landmark and as a memory of the pioneer days, until 1857, when it was demolished.

Chicago Becomes A Town

ONE hundred and sixty momentous years passed between that day when Marquette and Joliet first beheld the site of the Chicago that was to be, on the banks of the River of the Wild Onion, and that other day when the handful of settlers at that lonely spot felt the urge to form themselves into a corporate body as the Town of Chicago.

One hundred and sixty years of world-shaking history. Within the time it took this earth to swing one hundred and sixty times around the sun, kingdoms and empires in the Old World had risen, blazed in glory and sunk into the darkness of oblivion, and the erratic currents of their influences had shifted and changed a thousand times.

On the American continent events of even more import, bearing on the future of civilization, had been taking place. What mattered the rise or the fall of a kingdom when the mightiest nation of all times was in the crucible, slowly taking form?

The French and Indian War had been fought, with two outstanding results: English regulars and Colonial militia had won the victory over France and her aboriginal allies, thus assuring the permanence of Anglo-Saxon civilization in the colonies; and the defeat and tragic death of General Braddock had brought to public notice a young colonel of the Virginia militia, George Washington, and laid the foundation for his command of the armies of the colonies what time they should strike for independence.

The War of the Revolution had been fought, bringing full independence to the colonies, and enshrining George Washington forever as the Father of his Country, foremost patriot and statesman of a nation destined to become the most powerful the sun ever shone upon.

The French Revolution had swept its fiery and withering course, overturning the throne of the Bourbons, placing the imperial crown on the head of plebeian Napoleon Bonaparte, and through his agency bestowing upon the young American republic title to the vast empire of the Mississippi Valley, until then claimed by the French.

Lewis and Clark had made a pilgrimage which dwarfs that of Ulysses, and by their sagacity, pluck and endurance had thrust back the boundary of the new nation from the Missouri to the Pacific Ocean.

Other mighty events were at that moment impending. Texas, where many adventurous pioneers from the Southern states had settled, was beginning to chafe under the rule of Mexico, clearly foreshadowing the Mexican War and the addition of Texas, California and the mountains and plains of the Great Southwest to the Union.

Even the Civil War, still more than a quarter of a century in the future, though not actually foreseen, was to be powerfully influenced by the inclusion of the northern tier of counties in Illinois instead of in Wisconsin, as provided in the original bill before congress.

A young lieutenant of the First Infantry, U. S. Army, Jefferson Davis, recently graduated from West Point, had visited Fort Dearborn and the little settlement; and a young captain of volunteers, Abraham Lincoln, a storekeeper of Salem, had served through the Black Hawk War—two figures soon to stand out like towers above others in the nation's history through a period of trying years.

All these things, and many others of lesser importance but all tending toward the same end, had been written on history's scroll in that hundred and sixty years which followed the first authenticated visit of white men to the River of the Wild Onion in September, 1673. And finally, at the end of that period, the few score residents of the little settlement felt sufficiently unified to desire to be something more than a mere band of traders dwelling in a cluster of huts on the edge of a wilderness.

Two local events among the more important of the immediate causes of this crystallization of public sentiment were: the cession of all lands around the lower end of Lake Michigan by the Indians at the close of the Black Hawk War, and the passage by the state legislature of the original Illinois and Michigan canal bill.

The first of these gave some assurance of clear title to land; the second promised not only an outlet for traffic from all the Great Lakes through the Illinois and Mississippi Rivers, but the immediate employment of many laborers with its consequent demand for materials and supplies, for housing and entertainment.

Thus the year 1833 found a growing sentiment for some form of community organization, that the increasingly complex questions of life might be met by a united body of citizens rather than by individuals. The Fort Dearborn settlement had begun to be aware of some of its relations to the outside world.

Only the year before—1832—a steamboat from Detroit had navigated Lake Huron, the Strait of Mackinaw and the length of Lake Michigan, and had anchored off the mouth of the Chicago River. A great sand bar across the mouth of the stream prevented the vessel from entering the harbor for

the discharge of freight and passengers. Fort Dearborn Settlement had already petitioned congress for a harbor. Here was a powerful stimulant to more united action. It meant that if affairs were handled as they should be there must be a local government.

Already the need had begun to be felt for a harbor to shelter vessels, and a free passage for vessels between the lake and the inland rivers. The packing industry, by which Chicago was one day to be known around the world, had already seen its beginnings. Gurdon S. Hubbard, finding a demand for pork fattened on the mast and corn of Illinois, slaughtered a number of hogs and, lacking barrels in which to pack the carcasses, piled them on the river bank at Rush Street and kept them there, frozen solid, through the winter of 1829-30—Chicago's first cold storage plant.

Communication with the outside world through all those hundred and sixty years had been slow, uncertain, and fraught with great peril. Letters and messages were forwarded unofficially by chance travelers, by *coureurs de bois*, and later by military messengers to and from Fort Dearborn.

It was not until the second war with Great Britain, and its resultant Fort Dearborn Massacre, had become history, that the government extended its meager official mail service to the little post at the foot of Lake Michigan. It was in 1820 that the postoffice department arranged to have a mounted man—"express rider" he was called—carry letters once a month between Fort Dearborn and Fort Wayne, Indiana.

About the same time a route was established between Chicago and Green Bay, Wisconsin, over which a man on foot carried the mail once a month, at great peril from Indians, wolves and weather.

At rare intervals, also, a sailing vessel coming through the strait of Mackinaw brought letters from Detroit and points east.

It was not until March 31, 1831, two years before the incorporation of the town, that a postoffice was established here. Jonathan Nash Bailey was appointed the first postmaster, and the office was opened in the old Kinzie house, where he was living at the time. Net receipts for 1832, the first year of the office, were $47.

The great year of 1833, which saw the Town of Chicago incorporated, saw also Chicago's first postoffice building. It was a one-story log affair, erected near the east end of the present Lake Street bridge, or about the corner of Lake and Market Streets as they are today. John S. C. Hogan was postmaster with John Bates, Jr., as assistant.

Thus far had the little settlement progressed in the one hundred and sixty years from the day when the saintly Father Marquette said mass for the skin-clothed savages on the bank of the oozy River of the Wild Onion. It had been first a mere landmark on the trail the Indians used between Lake Michigan and their hunting grounds on the Illinois river; then a halting place for white and half-breed hunters making the same journey; a trading post; a Government Indian Agency; an outpost, by courtesy a U. S. "fort," where a squad of soldiers was garrisoned—a force so small that it could not even defend itself when war came; a sprawling "town" which was no town at all, but a mere sprinkling of log cabins in a marsh on the banks of a sluggish stream—after all these stages Chicago, in 1833, attained to that civic spirit which expresses itself in community action. It was ready for the first official step on that brilliant career which has since become one of the wonders of the world—the organization of its handful of citizens into the Town of Chicago.

The state law of that day provided that any community of one hundred and fifty or more persons might, by taking formal action, incorporate a town. No exact census seems to have been taken; at least no official result has been handed down. But it seems probable that Chicago had a few more than the required hundred and fifty persons. The number of legal voters was definitely established, and was announced as twenty-eight.

A meeting of the voters of the settlement was called, in accordance with the law, to decide whether the time was ripe for them to incorporate, and unify their efforts at making Chicago a real place of residence, or whether they should continue to be mere stragglers, halting for a time at the edge of the wilderness. This meeting was set for August 5, 1833.

Thirteen men gathered at the meeting, and after due debate on the question of forming a municipality, a vote was taken. Twelve of the thirteen voted in favor of a town. The lone objector was a carpenter and lawyer, Russel E. Heacock, who lived some five miles from the settlement.

Having decided to incorporate, the next legal step was the election of a board of five trustees. This election was held on August 10, five days after the preliminary meeting, in the public house called "The Sauganash," conducted by Mark Beaubien at the southeast corner of Lake and Market Streets. It was a frame building, the second built in Chicago.

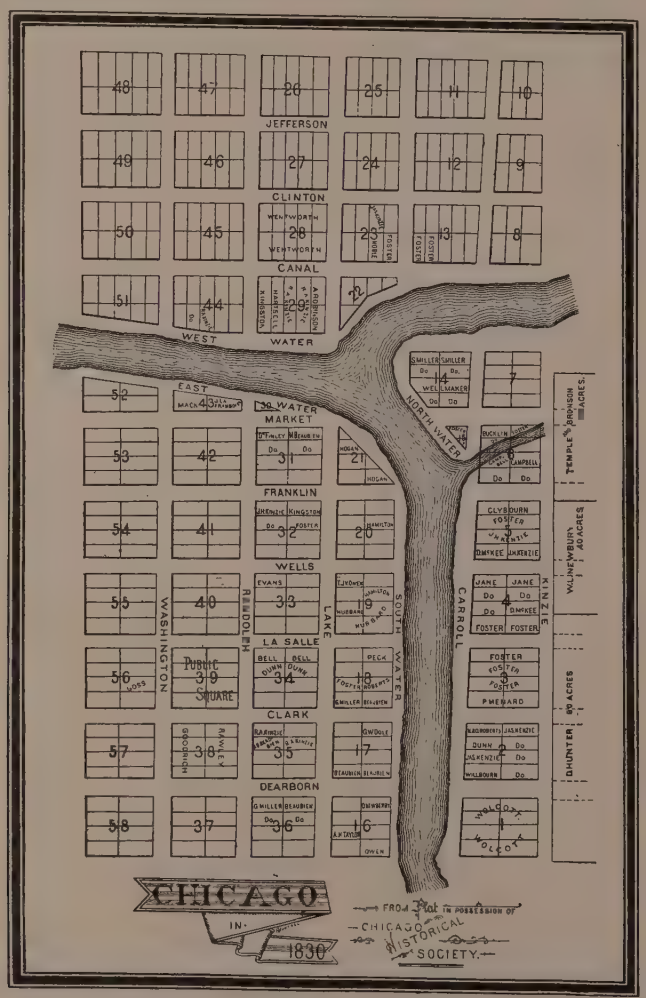
To this election came every one of the twenty-eight voters of Chicago. One skilled in divination might have foretold many things from the fact that of the total of twenty-eight electors no fewer than thirteen were candidates for office. The five trustees elected were Madore B. Beaubien, George W. Dole, E. S. Kimberly, John Miller and T. J. V. Owen.

Thus did Chicago come into official being as a corporation.

As with most other human institutions, the corporate entity of the Town of Chicago was the result of long and gradual growth, and not of any sudden and spontaneous outburst of the civic spirit. The urge toward political unity had often been felt, and had more than once found expression in one form or another, but never before had the time seemed ripe. Always there had lain across land titles the cloud of Indian claims; always loomed the possibility that the settlement might be abandoned and the Indians confirmed in their claims to the entire district.

More than once, when an emergency arose, the citizens had united to secure some public benefit, beginning of course in their stand against the Indians in time of danger. They had appealed to congress to establish a safe harbor, and clear away the sand bar from the river's mouth. Also they had worked for a canal to join the waters of the lake to those of the Mississippi River system.

And they had gained recognition in some forms, thought not as an entity. As far back as 1823, ten years before incorporation, the settlement was noticed by the commissioners of Fulton County, to which it was then attached. This recognition took the form of a tax levy of five mills on the dollar of personal property, household goods alone excepted.



James Thompson's Plat of the Canal Town.

It is interesting to note that the taxable property was listed at $2,284, and that the total tax levy amounted to $11.42.

Also in 1830 the existence of the embryo Chicago had been recognized by the commissioners of Peoria County, which at that time exercised sovereignty over this region. In the election of August 2, 1830, the polling place of the "First Precinct of Peoria County" was established at Chicago. The precinct

extended from the junction of the Du Page and Desplaines Rivers eastward to the lake—more territory than now lies in all of Cook County. The balloting was done at the residence of James Kinzie, and thirty-two voters cast their ballots.

Another recognition of the Fort Dearborn Settlement was vouchsafed in that same year of 1830. The United States government had granted 284,000 acres of land to the state for the construction of the Illinois and Michigan canal. The canal commissioners ordered James Thompson, one of their surseyors, to lay out a plat of the settlement, and define the limits of the land owned by the canal board.

Thompson published his plat on August 4, 1830, and called the settlement "The Town of Chicago," though it had as yet no such official name, and was not even incorporated until three years later. But the name, originally applied indiscriminately to the River of the Wild Onion, to the portage between the river and the Desplaines, and at times to the region round about the mouth of the river, was thus definitely and permanently fastened on the settlement. Chicago he called it, and Chicago it will remain as long as a line of American history endures.

Evolution of Cook County

Still another recognition of the settlement was accorded by the state legislature when, on January 15, 1831, it passed a bill for the organization of Cook County, and designated as the county seat "The Town of Chicago, as the same has been laid out and defined by the land commissioners."

In connection with this bill for the organization of Cook County, it is interesting to trace the direct line of descent of Chicago and Cook County from Virginia, the "Old Dominion," the "Mother of States."

Virginia originally owned the tract known as the Northwest Territory, vaguely defined as "north and west of the Ohio River," from which since have been carved the great states of Ohio, Michigan, Indiana, Illinois and Wisconsin. As early as 1778 this was organized—on paper—as "Illinois County," but it ceased to exist even on paper in a few years.

Under the historic "Ordinance of 1787" the section become officially known as the Northwest Territory, and the basis of its government laid down by congress even before the Constitution of the United States was in operation.

Knox County, which included the present Cook County, was formed in the Northwest Territory in 1790.

Indiana Territory, which at first included what is now Illinois, was organized in 1800, and part of Knox County, including what is now Cook County, was made into St. Clair County.

Illinois was organized as a territory separate from Indiana in 1809, and several divisions were made of the territory of the original St. Clair County. What is now Cook County was by turns a part of Madison, Edwards and Crawford Counties as the state became more densely settled and smaller counties were carved from the larger ones.

Illinois was admitted into the Union as a state in 1818, two years after the admission of Indiana, and again the present Cook County found itself part of first one and then another county. As Crawford County was divided and re-divided, the present Cook County was by turns included in Clark, Pike, Fulton, Putnam and Peoria Counties.

Finally, as already related, on January 15, 1831, two years before the incorporation of the town, the Illinois legislature established Cook County, and designated as its county seat "The Town of Chicago," which was at the time non-existent in any official sense. Cook County, as then constituted, included all the territory now embraced in Du Page and Lake, and parts of the present Kane, Will and McHenry Counties.

The first public building—if it can be dignified by the designation of "building"—was erected in Chicago by order of the board of county commissioners. It was only a humble pound, officially called the "estray pen," of no great dimensions. It lifted its roofless walls on the southeast corner of the public square, bounded by Clark, La Salle, Washington and Randolph Streets, where now looms the massive City and County Building. The architect and builder was Samuel Miller, and for this product of his brain and brawn he was paid $12 by the commissioners.

First Town Meeting

So, after all these recognitions of its existence, Chicago finally attained a corporate existence in the year 1833. The newly elected board of town trustees went promptly to work on matters in which the citizens were interested. Two days after election the board held its first meeting, and the oath of office was administered to the members by Richard J. Hamilton, clerk of the board and notary public.

It was prophetic of the future of Chicago that at the first meeting of the town board for the consideration of public business, the first official action concerned transportation. The board appointed Benjamin Jones commissioner of streets, and it voted to establish a free ferry across the Chicago River at Dearborn Street.

Municipal Problems

The basic problem of Chicago has not changed from that day, when the so-called streets were but

bottomless trails of mud with log cabins scattered irregularly along them, to this day when the officials of one of the world's mightiest municipalities are struggling with street crossings, rights of pedestrians, parking privileges, electric tramways, elevated roads, interurban and suburban railways, passenger stations, motorbus lines, subways, aviation routes and airports. Transportation remains one of the most difficult problems of community life.

Also in the interest of transportation was the first corporate debt of Chicago incurred. A vast slough of mud and water occupied a large part of State Street, and in the fall of 1834 the town board contracted an obligation of $60 for the purpose of draining the slough and recovering the land of State Street for the use of vehicles.

The final disposal of the question of Indian title to the land; the establishment of Chicago as the county seat; the incorporation of the town; and the prospect of early construction of the Illinois and Michigan Canal, began to attract settlers. The town board soon realized that the town limits, which embraced only about three-eighths of a square mile, must be extended. So in November, 1833, the same year of incorporation, the board extended the limits to include all the land east of State Street, from Jackson Street on the south to Ohio Street on the north, with the exception of the Fort Dearborn Military Reservation which lay between Madison Street and the river.

The next year, 1834, the board again extended the town limits to take in all the land east of State Street, excepting the military reservation, from Twelfth Street—the present Roosevelt Road—on the south, to Chicago Avenue on the north.

These additions brought the area of Chicago almost to the limit defined by law. No town was permitted to occupy more than one square mile. But the growth of the new municipality was so rapid that the legislature was induced, in 1835, to pass a special act permitting Chicago to extend its limits to include as much as two and two-fifths square miles.

From the very beginning the Town of Chicago had to struggle to attain unity because it was divided into three by the "Y" shaped river. There was the Kinzie "mansion" and the settlement which had grown up to the westward from it along the north bank of the main stream; Fort Dearborn and the principal settlement extending from Michigan Avenue westward along the south bank of the main stream to the South Branch, and reaching southward into the swamp for half a mile or more flecked with isolated cabins; and a third settlement strung out along the west banks of both the North and the South Branches where they unite to form the main river.

Ferries and Bridges

At first, of course, every person who had need to cross any of these three streams had to find his own canoe, or induce some other person to set him across.

The first step toward supplying the public with any regular means of crossing was back in 1829, when what is now Cook County was included in Peoria County. In that year the county commissioners voted to establish a public ferry. The principal landing was at the east end of the present Lake Street bridge. There were two other landings: one directly across the South Branch west of the main landing, the other on the north bank of the main stream. Thus, passengers could be ferried from the principal settlement to either the North Side or the West Side, and back, but there was as yet no direct crossing between the North and the West Sides.

Archibald Clybourne and Samuel Miller were authorized to operate this ferry, at rates meticulously established by the county board. But the business seems not to have been very successful financially, for in the spring of 1831 it was reported to the commissioners of the newly-established Cook County that the ferry scows were untended, and that any who wanted to cross the river had to ferry themselves over. That was, possibly, due to the condition insisted on by the commissioners that residents of the county should be ferried over without charge.

So the Cook County commissioners took the matter in hand, and gave authority to Mark Beaubien to operate the ferry. He bought a scow from Samuel Miller and, ostensibly, devoted himself to the duties of ferryman. Again, however, complaint was made to the commissioners that Beaubien was giving more attention to horse racing with the Indians, hunting wolves, and other forms of sport than piloting his scow back and forth across the sluggish river. This brought an order from the commissioners that he was to operate the ferry "from daylight in the morning until dark without stopping."

Direct access from the North Side to the West Side was first furnished in 1832, the year before the town was incorporated. Samuel Miller built a log foot-bridge across the North Branch at the southeast corner of Canal and Kinzie Streets. This took care of pedestrians, but vehicles still had to reach the West Side by crossing the main stream southward, and then ferrying across the South Branch to the west bank.

Even though Mark Beaubien had been stimulated into giving all-day service with his old scow ferry, the people were not satisfied, and called for a bridge.

Money was raised by subscription, the whites paying $282.20 and the Pottawatomies $200, and with the U. S. officers and troops at Fort Dearborn to handle the work, a floating log bridge was stretched across the South Branch a little north of the present Randolph Street bridge. Never satisfactory, and often declared unsafe, still it served until 1840, when it was torn out.

As the demands of traffic grew, scow ferries were established across the main stream at Clark and at State Streets, but they were slow and unsatisfactory, and the people clamored for a bridge. Accordingly, in 1834, a year after the incorporation of the town, Chicago's first draw-bridge was constructed. It spanned the main river at Dearborn Street, connecting for the first time, by a permanent way, the North and the South Sides.

Courtesy of the Chicago Historical Society

The first drawbridge across the river was at Dearborn Street in 1834. It was 300 feet in length, the opening being sixty feet, and was gallows-like in appearance. So dangerous to vessels were the abutments that its removal was ordered in 1839 and for fear the council would rescind the order citizens gathered on the banks before daylight and literally chopped the bridge to pieces.

The extreme length of this pioneer draw-bridge was about 300 feet. The draw, of sixty feet, was hoisted for the passage of vessels by a gallows frame at either end, and traffic was often interrupted by its failure to work properly. Andreas relates that once, when hoisted to permit a vessel to pass through, the mechanism became jammed and for two days and nights the draw remained suspended high in the air with traffic at a dead standstill. Even in its primitive day this bridge was not looked upon as a model of either art or convenience, but for years it served its purpose, and until the Town of Chicago became the City of Chicago, it provided transportation across the main stream between the North and the South Sides.

Schools

The school system of the little frontier town was of slow growth, as was everything else of that day. It was one hundred and thirty-seven years after Marquette and Joliet first visited the site of Chicago that the first regular tuition was given in the settlement, and this could scarcely be called a school. The instructor was Robert A. Forsyth, then thirteen years of age, and the pupil Master John H. Kinzie, then six. Their sole text book was a speller which had been enclosed, probably by accident, in a chest of tea shipped from Detroit.

In 1829 Charles H. Beaubien taught the numerous progeny of the two Beaubien families and in 1830 Stephen Forbes opened a school in a large, gloomy, log building belonging to J. B. Beaubien, at what is now Michigan Avenue and Randolph Street where twenty-five pupils —the children of the Fort and the Beaubien children — were instructed in the rudiments.

It has been generally agreed that the second teacher employed to teach in Chicago was John Watkins. He was engaged by Colonel Richard J. Hamilton, school commissioner of Cook County in 1832, to found and teach a school. Mr. Watkins

did open a school, and taught for several years, but it was a subscription school, paid for by private citizens and not in any part by public funds.

In 1833, the year the town was incorporated, Miss Eliza Chappel, who had been teaching school on the island of Mackinac, and who had founded a school at St. Ignace, came to Chicago and founded what later became the town's first public school. Miss Chappel began with a subscription school, which met in a little log store belonging to John Wright, just off the Fort Dearborn military reservation, near State Street and Wacker Drive, which then was South Water Street. This school, with twenty pupils, was opened in September, 1833. Four months later the school was moved into the newly built First Presbyterian Church on the southwest corner of Lake and Clark Streets.

his school and voted it a share of the public funds shortly after Miss Chappel's school became public.

A number of other private schools were organized about that time, and some of them were taken over by the commissioners, but the two mentioned have been officially recognized as the pioneers of Chicago's splendid public school system of today.

Even in that primitive time, when prairie wolves howled day and night around the settlers' cabins, when blanketed Indians roamed the streets in bands, and when there were not fifty children of school age in the entire settlement, here and there a pioneer had caught the vision of what an education meant to those boys and girls. It was one of the early flashes of that spirit which has made Chicago what she is today.

It was that Chicago spirit which gave the town

Courtesy of the Chicago Historical Society

The Rumsey School, erected in 1844 at the southeast corner of Madison and Dearborn Streets, now the site of the Tribune Building.

The building stood in the midst of a morass, and teacher and pupils alike reached it only by wading mud of great depth and tenacity. So primitive was transportation in that day that the four children of a family named Brooks, living on the north bank of the river, paddled back and forth across the stream morning and evening in a canoe.

Miss Chappel's school became a public school when the county commissioners voted it funds to carry on its work.

The second public school also began as a subscription school. It was founded by Grenville T. Sproat of Boston, in the building of the First Baptist Church Society on South Water Street near Franklin Street. He began teaching there in December, 1833, and the commissioners recognized its very first building erected for school purposes—and by private means and not from the public funds. This school building was erected in 1835 by John S. Wright, at the request of his mother. The teacher in this school was Miss Ruth Leavenworth, who a year before had succeeded Miss Chappel in the first public school.

Miss Leavenworth gave up her school in about a year, and Miss Frances Langdon Willard opened a young ladies' seminary in the building. She started with seventeen pupils, and in a few months had enrolled fifty-seven, and had to employ an assistant. In a letter to a friend in the East, under date of June 8, 1836, Miss Willard said that she had ten music pupils, but could not begin teaching them until a piano could be brought from New York.

When Chicago secured a charter as a city in 1837,

the management of the schools, by the terms of the charter, was vested in the city council.

It was inevitable that there should be many mistakes in judgment in handling the affairs of the public in the first days of the Town of Chicago. Bright as were the hopes of many of the foremost citizens—so optimistic that they were openly ridiculed when they foretold a city of ten thousand—it were unreasonable to expect that even the most sanguine could dream of the city of today, with a population above three millions, and land valued at hundreds of dollars per square foot.

Sale of Schools Lands

Perhaps the most grievous mistake of all was the failure to recognize the potential value of the school land lying within the town, and its sale for a tiny fraction of what a single city lot would today bring on the market.

When the Northwest Territory was surveyed, in accordance with the wise provisions of the Ordinance of 1787, the land was laid out in townships six miles square, each divided into thirty-six sections of one square mile each. In each township the section numbered sixteen was set aside as an endowment for public schools. This school section might be sold, but the income only, and not the principal, might be used.

The section thus set aside for the schools of Chicago was bounded by Twelfth street (now Roosevelt Road), Madison, State and Halsted Streets. It is now the very heart of the City of Chicago, fourth city of the world. On it stand the La Salle financial district with its mighty group of banks; the Board of Trade; scores of office buildings, many of them costing millions and millions of dollars; the immense wholesale establishments of the great merchandise houses; and some of the largest hotels of the world, whose guests dwell more than forty stories above the street level.

It bewilders one to contemplate what would, today, be the yearly revenue of Chicago's schools if title had been retained to this land, and long-term leases given for its use.

Yet, of all this 640 acres, today of fabulous value, only sixteen acres were retained. Six hundred and twenty-four acres were sold in 1833 at a five-day auction for prices which averaged $6.72 an acre. The total sum realized for that priceless heritage of the schools was $38,865.

In the light of present-day prices, Jacob drove a splendid bargain by comparison when he sold to Esau his birthright for a mess of pottage.

The blocks to which the school commissioner retained title were in three parcels: block 142, bounded by State, Monroe, Dearborn and Madison Streets; blocks 87 and 88, between Fifth Avenue and the river, and Polk and Harrison Streets; and block 1, bounded by Madison, Halsted, Union and Monroe Streets.

This sale of school lands was a ghastly error of judgment, but nothing worse. The prices obtained were considered, at the time, excellent, and were perhaps the best that could have been had in that year of 1833. The error was in selling at all, and not in the method followed or in the prices received.

Nor does the responsibility for that error lie on the shoulders of one man, nor any small group of men—it must rest upon the citizens of the little Town of Chicago as a whole. It was a blunder of democracy. It must be remembered that this sale was held only a few months after the incorporation of the town, at which time there were but twenty-eight voters in all. There were perhaps fewer than one hundred when the sale was held, October 20-24, inclusive. And ninety-five of these voters signed a petition urging the school commissioner, R. J. Hamilton, to sell the school land. He was acting at the behest of the people.

Neither can the people themselves be greatly blamed. Many of the pioneers were men of limited education, and had not the vision of what an education meant to their children. They were few and poor, and the school tax bore heavily on them, and was very unpopular. So they insisted that the school lands be sold, and the returns so invested that the income might lighten their burdens.

Rising from the Mud

One of the earliest and most difficult problems the young town had to confront was raising itself out of the mud. The land on which the town was built was soft and oozy, only a few feet above the level of the lake on the east and the river on the north and west, always water-soaked and much of the time covered with surface water.

Streets were such in name only; in reality they were merely bottomless trails of mud between rows of cabins. It is recorded that in 1833, the year the town was incorporated, a stage coach became mired in Clark Street between Washington and Randolph streets, was abandoned, and lay there in the middle of the thoroughfare for several days. A lady who had the rashness to cross Randolph Street at Clark Street lost both shoes, and was glad to retain her stockings when finally she reached the other side.

Naturally, the earliest efforts of the town trustees were directed toward improving these conditions. At one of the first meetings of the board an order was issued to the town surveyor to establish a grade or "pitch" for South Water Street—now Wacker Drive—from Fort Dearborn military reser-

vation to Randolph Street. The next summer he was instructed to establish a grade for South Water Street so that water from each cross street might flow across it and so reach the river. The crossings of Clark Street were provided with sluices, made of plank, that the water might find its way to the west side of the street and so into the South Branch of the river.

La Salle Street, today second only to Wall Street as a financial center of the United States, was in those days a mudhole. *The Chicago American* of July 9, 1836, complained of the odors arising from the standing water, and of the croaking of the frogs living in it, and urged that it be drained.

fire, as occasionally one did, neighbors turned out with buckets and did what could be done to help save the property. Since buildings were almost universally one story in height and some distance apart, there was slight danger of a general catastrophe.

But with the incorporation of the town in 1833, and the erection of more buildings and the crowding together of stores and residences, the need arose for some organized form of protection. So the town council, in 1834, adopted an ordinance establishing fire wards, and appointing a warden to have charge of fire fighting and the enforcement of fire ordinances in each ward.

When a fire occurred, the warden of that ward

Courtesy of the Chicago Historical Society

Frink & Walker succeeded an earlier proprietor in the stage route between Chicago and Ottawa in 1837. They ran the first stage on the Chicago-Galena highway going only as far as Rockford, where it arrived January 1, 1838. Twenty-four hours were required for the journey. Their headquarters were at the southwest corner of Lake and Dearborn Streets.

Conditions were undeniably bad, but a start had been made toward something better. The people of the isolated little settlement had united to form a municipality; they had begun to do what they could to improve their streets; and in the little Town of Chicago had germinated that spirit which, in the next century, was to astonish the world again and again with its civic accomplishments.

Fire Hazards

So long as Chicago was a mere hamlet, without corporate unity of any kind, no provision whatever was made for fighting fires. When a cabin caught

was for that occasion the fire chief, and all other fire wardens his assistants. The ordinance empowered the wardens to impress citizens to assist at a fire, and a fine of five dollars was provided for anyone refusing to serve. Every citizen was required to keep a fire bucket at hand, and to run with the bucket to any fire in his neighborhood.

This form of protection, though an improvement over anything theretofore known, was soon found inadequate, and action was demanded. So, while still a town, Chicago organized its first fire department, late in 1835. A volunteer hook and ladder company was formed in October, and the town trus-

tees bought for it four ladders, four saws and four axes. The first fire engine was bought by the trustees, and Engine Company No. 1 was formed.

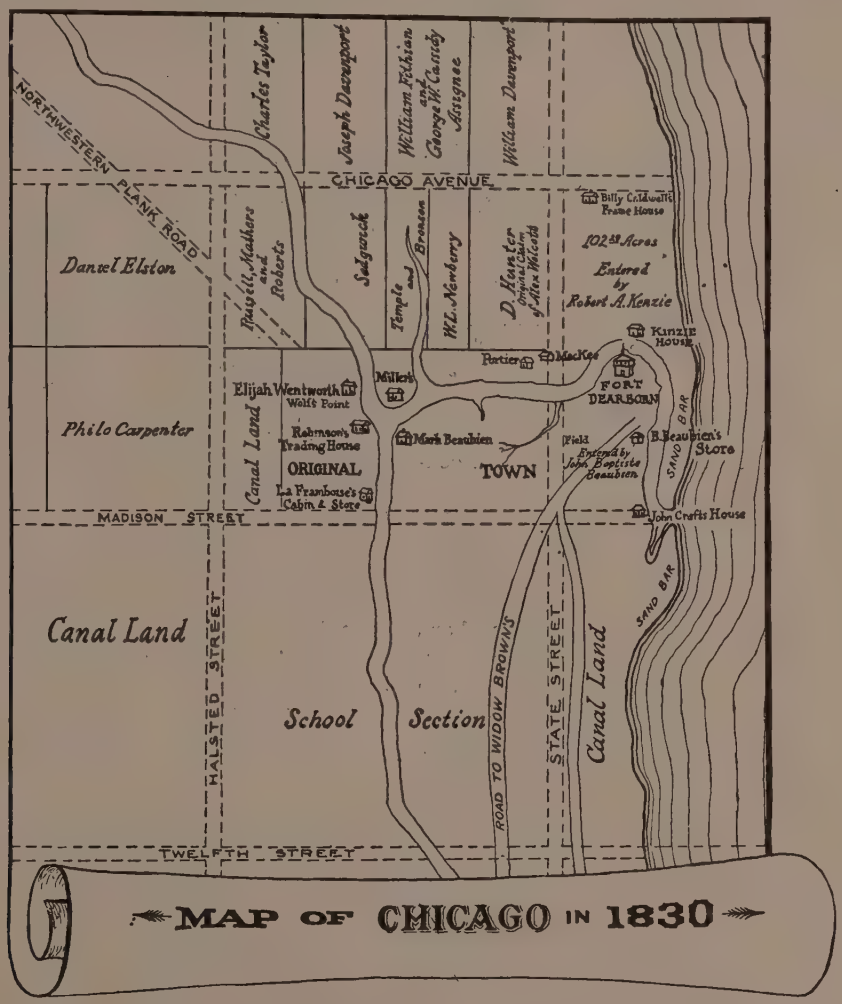
Water Supply

At the time Chicago became a town, the people were depending for their water supply on private vendors. A water cart consisted of a hogshead mounted on two wheels, to which a team of horses was attached. The hogshead was filled from the lake and driven around to the stores and cabins, where water was retailed at prices from five to ten cents a barrel.

The inadequacy of this primitive method was quickly apparent to the town trustees, and in 1834 they made their first effort at providing a better system. They ordered a well dug, at a cost of $95.30, on the Kinzie addition on the north bank of the Chicago River.

The sudden and rapid growth of the town, however, made even this improvement less and less adequate, so the Chicago Hydraulic Company was organized in 1835 to build a more pretentious water works. The company was chartered by the legislature on January 18, 1836. The incorporators were George W. Dole, Gurdon S. Hubbard, R. A. Kinzie, Solomon Wells, James H. Campbell, Edward W. Casey, William Forsythe, Gholson Kercheval and David Hunter. Because of the financial panic of 1837, the plant was not put into operation until 1842.

This, the first of Chicago's water systems, cost the then considerable sum of $24,000. It consisted of a two-story brick pumping plant, built on the lake shore at the foot of Lake Street; an engine of 25 horsepower capable of pumping 25 barrels per minute; two reservoirs of 1,250 barrels capacity each, erected at a height "sufficient to throw water into the second story of any building in the city;" and a system of wooden underground pipes which



were marvels of durability. At intervals for eighty years sections of these pipes have been unearthed by workmen excavating for foundations or laying sewer pipe, and they apparently were still in good condition.

Newspapers

Newspapers, too, the ambitious Town of Chicago had in the very first year of its corporate life.

The first newspaper of the town was a weekly, named the *Chicago Democrat*. The first issue of this publication was dated Tuesday, November 26, 1833. The editor and publisher was John Calhoun, who in his boyhood days had worked in both the editorial and composing rooms of a newspaper in Watertown, New York. He arrived in Chicago, with a supply of type and a press, in October, 1833. He at once established an office at the southwest corner of Clark and South Water Streets, and within a month began publication.

Mr. Calhoun was a stanch believer in Andrew Jackson and his policies, and conducted his paper along those lines.

The *Chicago Democrat* was a four page, six-column affair, bearing much the same relation to the immense dailies of the present day as the Town of Chicago of 1833 bears to the Chicago of a century later.

Not for long did the *Chicago Democrat* remain the only newspaper in the town. T. O. Davis began publication of the *Chicago American* on June 8, 1835. This also was a weekly. The office was on South Water Street, near the corner of Dearborn Street.

Neither journalistic venture long remained in control of its founder. Mr. Calhoun, late in 1836, sold the *Chicago Democrat* to John Wentworth, afterward mayor of the city; and Mr. Davis, in 1837, sold the *Chicago American* to William Stuart and Company.

Pioneer Industries

A tide of immigration had set in, which led to an insistent and growing demand for more and better houses. No longer were rude log cabins considered sufficient even if there had been enough of them—which there were not. Frame houses, and even brick houses, with shingle roofs, were wanted.

Several small sawmills were set up in the early thirties along the creeks in the wooded area around the settlement, and some years later a shingle mill was installed; but their output was not large, and was found insufficient. When Asahel Pierce, a Vermont immigrant, arrived on October 8, 1833, which was after the town was incorporated, the sawmills could not even supply him the lumber required to build a small blacksmith shop, and he was compelled to haul his lumber from Plainfield, forty miles away, over almost impassable roads. In the spring of that same year of 1833 Tyler K. Blodgett, in response to the demands for better building material, built a kiln and opened a brick yard near the north bank of the river between Clark and Dearborn Streets. With the brick made in his own yard, Mr. Blodgett built for himself a residence, the first brick building in Chicago. It was of modest dimensions, only twenty feet square and one story and a half in height, but it was a vast improvement over the primitive log cabins. It stood on the south bank of the river between Clark and Dearborn Streets.

Another of the mighty industries of the Chicago of today saw its beginning in that fateful four years when Chicago was a town—iron and steel manufacturing. The first iron foundry was built on the West Side, not far from the bank of the South Branch of the river, on Polk Street. It was erected in the fall of 1835, and in December of that year turned out the first lot of castings.

Jones, King & Co. furnished the capital for what must have seemed an extremely doubtful venture in that day, and the foundry was built by William H. Stow and David Bradley, whom Mr. Stow brought on from Syracuse, New York, for the purpose.

How those pioneers in the industry would have gasped if by some miracle they could have been given a glimpse of the iron and steel industry of Chicago one hundred years later, when whole fleets of lake steamers were carrying iron ore to the Chicago district from Lake Superior and a single firm turning it into pig iron at the rate of 8,000 tons daily; when this same Chicago district was making steel ingots at the rate of ten million tons a year; when Chicago had taken from all the proud Eastern cities their primacy in the iron and steel industry.

It has been the Chicago spirit which has builded up iron and steel and all the other industrial principalities in the years since then, and it was those few inspired pioneers who blazed the way, seeing but dimly, perhaps, into the far future, but never faltering in the faith they had that they and the town they were making would succeed.

One of the greatest of Chicago's industries of today, the manufacture of agricultural implements, had its beginning in a little blacksmith shop on the west bank of the river near the forks, about where Lake and Canal Streets cross. The blacksmith was that same Asahel Pierce, who had come from his native Vermont the year the Town of Chicago was incorporated.

So slender were the resources of this Yankee workman that when he had built his little shop he had barely enough money left to buy some second-

hand tools from the Rev. William See, an itinerant Methodist preacher, who conducted a shop at Wolf Point near by.

Less than a year from the day he opened his shop, Blacksmith Pierce, inspired by the vision of what intelligent farming could accomplish on the fertile prairies around Chicago, turned out the first implement for the farmer ever made in Chicago.

It was a plow—a "breaking" plow, for turning up the sod, and not a mere cultivator. It was crude, it was heavy, it had a wooden mould-board which never in the world would scour, and to which the soft, moist prairie dirt stuck tenaciously. They called it a "Bull" plow, but a plow it was, and the progenitor of all the plows and cultivators and reapers and wagons and carriages and myriad other conveniences of the farmer for which Chicago today is famous. And it was the forerunner of the lighter, more graceful plow with a steel mould-board, the "self-scouring" type, of which also Mr. Pierce was the first Chicago maker.

With the rush of imigrants, the establishment of sawmills and blacksmith shops, and the increasing demand of the new arrivals for transportation, the time seemed ripe for a wagon and carriage factory. In response to this need Briggs & Humphrey, early in the year 1834, began the manufacture of vehicles—the first in Chicago. Their establishment was rather a shop than a factory, yet they turned out good wares, and for several years they remained in business.

From that modest beginning grew the great factories which, through all the years when the horse furnished motive power for the farm and the highway, supplied the needs of the territory tributary to Chicago.

This parent shop of the wagon and carriage industry stood on Randolph Street near Franklin.

With the rapid growth of the brick, lumber and iron trades, and the erection of better buildings, it was but natural that Chicago should begin to make its own furniture. It was in 1837, the year the city was chartered, that Charles Morgan fitted up a factory on Lake Street and began to make furniture. Another pioneer in that line was Ira Miltimore, who did such splendid service for the city when he forced the erection of a suitable school building. He established a sash, door and blind factory on the South Branch of the river in the same year that Morgan opened his furniture factory—1837.

Insurance

The incorporation of the town, its rapid growth and the consequent building of many wooden houses crowded close together, led all thinking men to desire insurance against disaster by fire. In response to this demand, the Howard Insurance Company of New York established an office in Chicago in September, 1836, and appointed Gurdon S. Hubbard its agent. This was the first agency established in the young town.

It is illustrative of the business sense of Mr. Hubbard that the first policy he issued was to himself, insuring his own household effects against loss by fire.

Other eastern companies established agencies in Chicago within the next few years, and from that time forth no shrewd Chicago business man was without protection from the fire hazard. A few years later insurance companies were organized by Chicago men and secured charters, and many Chicago business firms insured with them rather than with foreign concerns. For all ordinary events this was the natural thing to do, but the system was subjected to a powerful strain some thirty years later when the great fire swept the city.

Panic of 1837

Among the many trials to which the new Town of Chicago was subjected, none was more bitter than the money panic which came to a climax in 1837, but which had been felt with increasing severity for years before that date.

The great causes of the calamity lay, of course, in the fiscal policy of the United States government now recorded in national history. The immediate occasion of the crash was the order of President Jackson to the United States land office to accept nothing but gold or silver in payment for public lands; and his removal of public funds from the Bank of the United States. The country had been unusually prosperous, and from safe investments the people had run headlong into wild speculation, basing their spending on a foundation of wildcat state banknotes and inflated credit.

The great crash did not come until Chicago had passed from the town stage and had become a chartered city, but all the events leading up to the disaster occurred in that momentous period when Chicago was in the formative stage.

When Illinois passed the act providing for the Illinois and Michigan canal, it turned over to the canal commissioners large tracts of land from the sale of which the canal was to be financed. Part of this land was in, and more of it near, Chicago, and lots and acres were sold from the tracts to the citizens.

After the removal of the Indians and the incorporation of the Town of Chicago, settlers began to pour into the new town by hundreds. There was an immediate increase in the demand for land, and the owners of these hitherto almost worthless holdings began to realize that they had a market value.

Actual construction work on the canal was begun in 1836, and it was the popular belief that the value of land near the canal would be multiplied several times. This stimulated speculation along the entire route of the canal, and from there the mania spread over the entire Northwest Territory.

The U. S. government opened a land office in Chicago early in 1835, and in that year individuals bought 370,000 acres of the public domain. In 1836 the sales amounted to 202,364 acres.

Chicago was the very center, the vortex, of this whirling madhouse of land speculation. Not only were canal lands and town lots on the market here, but the town was the crossroads, the common meeting place, the universal rendezvous of the thousands who streamed across the country looking for new homes.

There is this to say of Chicago's part in the speculative madness: nobody ever paid for Chicago lots, in all that wild scramble, more than a small fraction of their real worth. Whoever bought real estate in Chicago in those days, at whatever price, got a real bargain. It has already been told that the school commissioner, on demand of 95 per cent of the voters, sold the school lands for less than $39,000—lands which today, a century later, are valued at hundreds of millions. Even the wildest of wildcat speculators undervalued Chicago.

Lots in the town were sold over and over in a single day, each sale at a vast increase over the previous one. A property which had been a drug on the market at $50 found a ready sale at $60, and the new owner—and each succeeding one—would turn it over at a higher price. But whatever the percentage of increase and whatever the price, whether or not the dealers knew or cared, the fact remains that in Chicago the values were real.

But the excitement so spread that it included localities far removed from Chicago, and in some instances, as far from reality. Avid sellers and just as eager buyers dealt in farm lands, timber tracts, acres, gardens, town lots and every imaginable variety of realty. Towns were laid out and built solely on paper, and the lots sold readily. As Andreas says, "in many cases, after the bubble had burst, the holders of real estate, acquired during the excitement, on investigation failed to find the land in existence as described."

It was on this scene of wild, frothy, unsubstantial speculation that the cold, stern hand of reality fell a year later.

Social Life

Social life in the Town of Chicago was not so dreary to the pioneers as it seems to us, looking back at it a century later. There were friendships as strong and enduring, defeats as bitter and triumphs as sweet, entertainments as merry, religious gatherings as devout, as any the city of today can boast.

No one nationality or race or creed or political division was dominant. There were Puritans from New England, stern and cold and exacting; there were French from Detroit and Quebec, light and liberal and merry; there were Calvinists and Quakers and Methodists and Catholics and all shades between; there were Indians and half-breeds and quarter-breeds, and one of the very first permanent settlers—the Indians always said he was "the first white man" to live in Chicago—was a negro, Baptiste Pointe de Sable. So, with no one group in a position to control the others, each followed its own bent, and the result was a broadness, a spirit of tolerance, which has not marked the growth of all American communities.

The pioneers had to provide most of their own amusements and relaxations, as they did their necessities. It is not easy to realize, at this distance of a hundred years, that Chicago then had neither a paved street nor even a sidewalk, neither carriage, street car nor railroad train, no daily mail, no daily paper, no telephone nor telegraph, no electric or gas light—not even a kerosene lamp nor a match! There was no theater, no jewelry or confectionery or even dry goods store.

So near to the wilderness was the Chicago of that day that it is recorded that on October 6, 1834, a black bear was shot in the woods where now is the corner of Jackson Boulevard and Market Street.

Yet the Chicagoans of that day ate, drank and made merry, worshiped, made love and were married, and were as happy as are their descendants today.

One of the principal places of public entertainment, one on which the chroniclers of those days love to dwell, was the inn of Mark Beaubien, the "Sauganash," at the corner of Lake and Market Streets. Mark Beaubien was a happy, light-hearted Frenchman from Detroit, and he brought to Chicago in his heart the sunshine of Paris. His house was long the favorite meeting place whether the occasion were one of business or social relaxation.

Almost as famous as Mark himself was the fiddle he had brought into the wilderness with him, and the tunes he played and the songs he sang nightly for the company which gathered around him. Quite as popular as Mark was his wife, also French, whom the historians describe as "a noble woman, and devoted Christian mother."

There was wolf hunting on the prairies in winter, shooting in the woods at all seasons, horse racing, and plenty of indoor games, in all of which Mark Beaubien was a leader.

And there were other taverns where not only

was the traveler entertained, but the neighbors gathered and made merry—Samuel Miller's on the east bank of the North Branch, and Elijah Wentworth's on the north bank of the main stream near where Orleans Street now is.

Those were the older houses; others were built year after year when the tide of immigration set in to the Chicago district.

The sturdy settlers of Chicago had none of what the world then considered the luxuries of life, but they did have at the doors—literally—many things which the world today considers luxuries, for some of which high prices are paid, and some of which are not to be had for any sum of money or any amount of effort.

The lake swarmed with immense schools of fish, and gamey bass and pike of great size were to be caught in the Chicago River. Prairie chickens and quail by thousands were on the prairie a few minutes walk from town, and often they invaded the town and strutted on the plank walks. Wild ducks came in large flocks to the Chicago River, and it is related that they were shot from the Madison Street bridge in later days. Flocks of passenger pigeons often flew over the little town, shutting off the light of the sun like a heavy cloud for hours at a time. Deer, bear and buffalo were not far away.

Nearly all these are now extinct so far as Chicago is concerned. The only buffalo alive in the world are in protected herds bred by man. The passenger pigeon has disappeared entirely from the earth. Pike and bass are gone from the river. But young Chicago had all these things.

The staples of life also were cheap. Quail were to be bought at 36 cents per dozen and grouse at a dollar. Butter was six cents a pound, flour three dollars a barrel, and room and board at the best hotels in the town was only two dollars a week.

The life of the pioneers was very convival. Liquor was plentiful and cheap, but serious crimes were almost unknown. Despite the degree of personal liberty the people enjoyed, when young men danced and drank, raced horses and played cards and lottery, not a single murder stained the name of Chicago.

Not until 1834, after the town was incorporated and the rush of immigrants was on, was any man charged with murder—and the first murder trial resulted in an acquittal. Not until 1835 was any man convicted of murder, and he was promptly hanged. And that crime was not committed in Chicago, but on the road to Ottawa, in territory which then was included in Cook County.

The ease with which drink might be had by anyone is clearly shown in the list of prices which the county commissioners permitted tavern keepers to charge. The rates include:

Wine, rum or brandy, 37½ cents per pint; gin, 31¼ cents per pint; whisky, 18¾ cents per pint; cider or beer, 12½ cents per quart.

Churches

Churches, always a powerful influence in any community, began their organized work in Chicago in 1833, the very year of its incorporation as a town.

Not that religion had been wanting up to that time. It is a tradition, if not a historical fact, that Father Marquette said mass for the Indians two hundred and sixty years ago on the site where the city now stands; certain it is that other devoted priests of the Catholic church, and itinerant preachers of one or another faith, came at intervals and preached sermons or held meetings. But Chicago had no regular church organization until that time.

The year of the town's incorporation, 1833, saw three churches organized—a Catholic, a Presbyterian and a Baptist, which came into being in that order.

The first was the Catholic church of St. Mary's, of which the Rev. Father J. M. I. St. Cyr was appointed pastor by Bishop Rosatti of St. Louis on April 17, 1833. That is accounted the actual date of the organization of the church, though Father St. Cyr, traveling part of the way on foot and part on horseback, did not reach Chicago until May first.

The first mass of St. Mary's was said by Father St. Cyr on Sunday, May 5, in a little log cabin only twelve feet square, on Lake Street near Market Street. It belonged to Mark Beaubien, the jolly landlord of the Sauganash. On May 22 Father St. Cyr performed the first baptismal ceremony for George, the son of Mr. and Mrs. Mark Beaubien.

Father St. Cyr wanted to build a church at once, and Colonel Jean Baptiste Beaubien, owner of the lot on which the log cabin stood, offered it for $200. The parishioners could not raise that much money at the time, and the lot passed into other hands. It is interesting to note that three years later, in the midst of the real estate speculation, that same lot sold for $6,000.

Father St. Cyr selected another lot on Lake Street near State Street, which he hoped to buy soon. In the meantime, lumber was brought across the lake from St. Joseph, Michigan, and a very plain building, 35 by 25 feet, was erected. It is illustrative of the spirit of tolerance of that day that the Rev. Jeremiah Porter, pastor of the First Presbyterian church just organized, and Deacon John Wright of the same church, assisted in raising the frame of St. Mary's.

When it came to fixing a price on the lot, Father St. Cyr again found himself unable to pay what was asked—$10,000—which it brought from another

purchaser. The building was moved from that lot to another at Michigan Avenue and Madison Street, and later to still another site at Madison Street and Wabash Avenue.

The first Presbyterian church, the second in Chicago, was organized June 26, 1833, by the Rev. Jeremiah Porter, who had been chaplain of the garrison at Fort Brady, and accompanied the troops when they were transferred to Fort Dearborn.

The Rev. Mr. Porter preached his first sermon in the carpenter shop of the fort, which had been cleaned and furnished with chairs for the occasion. The date was May 19, 1833. Other sermons were delivered at various places, until finally the congregation met regularly at the log cabin where "Father" Jesse Walker, an itinerant Methodist minister, had been holding Bible classes at Wolf Point, on the West Side near where the North and South Branches unite to form the main river.

The original building of the First Presbyterian church, when the congregation felt able to build, was at Lake and Clark Streets, a site "lonely, almost inaccessible on account of surroundings sloughs and bogs."

The third church organized in the year 1833 was the First Baptist, by the Rev. Allen B. Freeman. The building in which services were for a long time held was erected through the efforts of Dr. John T. Temple, an ardent Baptist, early in the year. It was two stories in height, of frame, with school rooms on the upper floor. The lower floor was used as a church by Methodists, Presbyterians and Baptists alike until their own church buildings were ready. It was known as the "Temple Building," and stood at Franklin and South Water Streets, now Franklin Street and Wacker Drive.

When the Rev. Mr. Freeman arrived at Chicago he found the building ready for a congregation, and he organized the church on October 19, 1833.

With the year 1834 the tide of immigration had set in, a number of other churches were founded, and from that day have played their full part in the life of Chicago.

Courtesy of the Chicago Historical Society

"Newspaper Row" about 1851. William Stuart, editor of the American in 1841 became Postmaster and removed the office to the west side of Clark Street, No. 50. The two upper stories were occupied by the Daily Tribune. Third from the corner of Randolph Street is White Beer Saloon. The Sherman House is shown on the northwest corner.

Chicago Becomes a City

So rapid and so vigorous was the growth of the Town of Chicago, so indomitable the spirit and so high the ambitions of its people, that only four years after its incorporation as a town it applied for and received a charter as a city. The charter was granted by the state legislature on March 4, 1837, the very day that Martin Van Buren took the oath of office at Washington and was inaugurated president of the United States.

When the Town of Chicago was incorporated in 1833, the population was estimated at 150, or perhaps a few more. A census, taken by the city a few months after the charter of the city was taken out, showed a population of 4,170. The males numbered 2,570, the females 1,600. There were 77 negroes. Dwellings numbered 398, churches 5, liquor dispensaries 26, taverns 10, groceries 19, law offices 17, and drug stores 3.

As soon as the legislature had granted the charter, the town council divided the town into six wards and called an election for May 2, 1837, to choose the first city officials. William B. Ogden was elected the first mayor of the City of Chicago, and these aldermen: J. C. Goodhue, Francis C. Sherman, John S. C. Hogan, Peter Bolles, J. D. Caton, A. Pierce, Francis H. Taylor, B. Ward, S. Jackson and Hiram Pearsons.

It is interesting to note the distribution of voters among the three sections into which the city was divided by the river. The North Side turned out 204 voters, the West 97 and the South 408.

Courts

With the growth of Chicago far outstripping the machinery by which public affairs were managed, there was an increasing demand for courts to give prompt and equitable consideration of disputes. The legislature had, on Feb. 4, 1837, created a new state circuit court, the Seventh, which included Cook County, and had elected as its judge John Pearson of Danville, described by Hon. Thomas Hoyne as "a poor lawyer and an industrious office-seeker." There were already 700 cases on his docket when he first opened court in Chicago, and progress was very slow.

Under the charter of the City of Chicago two new courts were created in the city—the Mayor's Court, over which the mayor presided with the powers of a justice of the peace; and the Municipal Court, with jurisdiction concurrent with that of the Circuit Court in all cases in which either party to the cause was a resident of Chicago. Thomas Ford, with long experience both as prose-

At the southeast corner of Lake and Clark Streets stood the Saloon Building erected in 1836, so called because the upper story contained a spacious hall or salon. In May 1837 the Common Council leased a room there and for five years thereafter the building was the City Hall. The city's more pretentious concerts, dramatic performances and public meetings were held here for the next twenty years.

cutor and as judge of the Circuit Court, was appointed to the bench of the Municipal Court.

Litigation was disposed of with such speed that politics was resorted to, that delay might be had. Because of the financial stringency there were suits involving $2,000,000 to be tried, and the debtors strove for delay. They carried their plea before the legislature, and after an active existence of fifteen months, the Municipal Court was for that time abolished, and Judge Ford transferred to the Ninth Circuit Court of the state.

Public Health

The young city took vigorous hold of the various problems which confronted it. Not the least among these was the question of the public health. Located in the midst of a marsh, on the banks of a stagnant river, the land so little above the lake level that there was almost no natural drainage, without pavements, sewers or other provision for keeping out of the mud, and with sewage draining into river and lake which were the water supply, action was imperative.

Under authority conferred by the city charter, the council May 9, only one week after the first city election, appointed a board of health consisting of Dr. J. W. Eldredge, D. Cox and A. N. Fullerton, and named Dr. D. Brainard health officer. Then was begun the long battle with disease and death so brilliantly waged down to the present day, and during long periods of which Chicago has ranked high among the healthy cities of the world.

Only a year after its establishment the board of health had to face a scourge of what seems to have been a species of Asiatic cholera which raged among the laborers on the Illinois and Michigan Canal, and which was called from that circumstance "canal cholera."

Chicago's proud position as one of the world's centers for the healing of disease and the study and amelioration of human ailments is not the result of any mushroom growth; it has been builded up by sterling men and brilliant scientists from the very beginning of the city itself.

Rush Medical College, now famous around the world, was granted a charter by the State of Illinois on March 2, 1837, just two days before the city itself secured its charter. They have advanced together, each largely dependent on the other and each adding to the other's luster.

Courtesy of the Chicago Historical Society

The First Court House erected in 1835 at the southeast corner of the Public Square at Clark and Randolph Streets. The county offices were in the basement and the court room capable of seating two hundred persons occupy the main floor. The log jail was just west of the Court House.

It was 137 years after Father Marquette's first visit to the site of Chicago before anything appears in the records to show that there was a physician at the Fort Dearborn Settlement. A doctor who had to depend solely on his profession would quickly have starved when there was only a handful of settlers, and they accustomed to treating their own ailments. But the documents relating to Fort Dearborn show that on November 30, 1810, Dr. John Cooper was stationed there with the rank of surgeon's mate. The U. S. Government had to have a medical man to look after its soldiers.

After Dr. Cooper came Dr. Isaac Van Voorhis, also surgeon's mate, who was slain in the Fort Dearborn massacre in 1812.

Chicago was without a physician for a time, but Dr. Alexander Wolcott, a Yale graduate, was appointed Indian agent in 1820, and also practiced his profession. After him came, as the settlement grew, Drs. Thomas P. Hall, C. A. Finley, Elijah Dewey Harmon, Philip Maxwell, George F. Turner, William Bradshaw Egan and others, who upheld the traditions of their profession.

So when, in 1837, Rush Medical College was chartered, Chicago already had a number of eminent practitioners, and a medical history reaching back for a quarter of a century.

First Rush Medical College erected in 1844. It was at the southwest corner of Dearborn and Indiana Streets (now Grand Ave.)

The college was organized in October, 1843, under the terms of the charter, and it was arranged that a course of lectures should begin that same year. The faculty was composed of Drs. Daniel Brainard, anatomy and surgery; James V. Z. Blaney, chemistry and materia medica; M. L. Knapp, obstetrics; and John McLean, theory and practice of medicine. The first course of lectures was given in two small rooms on Clark Street, and lasted sixteen weeks. The only graduate of that first year was William Butterfield.

The first building of the Rush Medical College was erected at the southwest corner of Grand Avenue (then Indiana Street) and Dearborn Street, in 1844. It was only one story high, of brick with stone facing, and cost $3,500. There were, besides the ordinary rooms for laboratory work, two large lecture halls. The new building was put into service on December 11, 1844, when a class of 40 students gathered to hear the first of the lectures.

From the very first, Rush Medical College entered on that long career of advanced thought and enterprising investigation which has made it famous. Only a year after the new building was opened, the faculty instituted a dispensary, where the foremost practitioners in every line gave their services free to the needy, diagnosing, prescribing and operating without charge to those who could not afford a fee.

Here it was that "laughing gas," so long used by dentists, was first administered in Chicago, on January 5, 1847. And here also, one year later, on January 21, 1848, chloroform was first used in Chicago to spare the patient the agony formerly endured under the surgeon's knife. Dr. Daniel Brainard, president of the faculty, performed the operation.

In the same year the Rush Medical College building was opened, 1844, the medical publication, "The Illinois Medical and Surgical Journal," was founded. It was edited, and largely written, by members of the Rush Medical College faculty, with Dr. J. V. Z. Blaney of the chair of chemistry and materia medica its editor.

This was Chicago's first medical journal. It struggled along under various names and with varying success for thirteen years, when its publication was suspended.

City Schools

NATURALLY the officials of the young city gave early attention to the schools. On May 12, ten days after the first city election, the council named a board of school inspectors. The members were N. H. Bolles, W. H. Brown, R. J. Hamilton, B. Huntoon, G. W. Chadwick, Francis Payton, I. T. Hinton, Thomas Wright, John Gage and T. R. Hubbard. The board organized seven school districts, and, slowly and by degrees, the building of Chicago's splendid school system of today was carried on.

The work was at first hampered by the fact that the charter did not place the school fund in the hands of the city, but left it under the jurisdiction of the county commissioner. This defect was cured by legislative enactment in 1839.

Even so, the board had its financial troubles. The school fund of less than $39,000, for which almost all the priceless school land had been sold, was so invested that by reason of the hard times it was yielding little or no revenue. So pressing was the

need for money that the school inspector advised the council to lease, "for agricultural purposes," the blocks of school land at Madison, Halsted, Union and Monroe Streets, and at Fifth Avenue, Polk and Harrison Streets, and the South Branch of the river.

The school system was completely reorganized in 1840, and William H. Brown was appointed school agent and given charge of the school fund, an office which he held until 1853. The city was organized into four school districts, uniform text books in a few branches were introduced, and permanent and detailed records of the schools were insisted on.

In the schools, as in every line of endeavor, there were a few leaders who had caught, however imperfectly, the vision of what Chicago might become, and who worked untiringly and with faith toward

had been made back in 1836, by the Town of Chicago, when the old First Ward voted a tax of $5,000 to build a schoolhouse. However, the school trustees, instead of raising the tax money and erecting a suitable building, borrowed $200 on a note and put up a cheap, temporary structure. It is of record, also, that as late as March 30, 1840, the note had not been paid and the holder was forced to apply to the courts for his money.

This makeshift schoolhouse was finally sold by the trustees in 1845, bringing only $40, and, as the school inspectors reported, "the purchaser has no occasion to congratulate himself on his bargain."

It remained for one of the prominent citizens of the Chicago of that day, Ira Miltimore, to advocate and secure the erection of a suitable school building in 1844. He had to combat niggardliness,

Courtesy of the Chicago Historical Society

The first permament school building erected by the City was opened in 1845 in School District No. 1, on the north side of Madison Street between State and Dearborn Streets. Called "Miltimore's Folly" when it was first built it received the name of the Dearborn School in 1858.

that end. But those inspired ones often had to overcome the inertia or even the active resistance of a great mass of the unseeing—sometimes in high places—who could visualize nothing beyond the immediate present.

An example of this was the first attempt to broaden the culture of the youth by teaching vocal music in the public schools. This innovation, looked upon as wickedly wasteful of time and money, if not in itself sinful, was introduced in 1842. A storm of public disapproval was aroused and the city council, hearkening to the voice of the voters, ordered that it be discontinued. The study was dropped in 1843, until a more enlightened constituency permitted its resumption.

Another example was the erection of the first permanent school building by the city. A beginning

of course. The site at Madison Street opposite the McVicker's theater was low and swampy, and needed to be filled in to a level with adjoining land. The city council voted authority to expend as much as ten dollars, "if so much is necessary," to fill in the lot.

Mr. Miltimore persevered in his purpose to provide a building which should be adequate for at least a few years, and finally a two-story brick, costing $7,500, was completed in 1845. It was the general opinion that it was far in excess of what the needs of the city would require for many years, and that the expenditure of such a sum was almost criminal. The people called it "Miltimore's Folly." Even the mayor, Augustus Garrett, in his inaugural speech in the year 1845, recommended that the city sell the building and make other use of the

money, or that it be "converted into an insane asylum."

The wisdom of Ira Miltimore is fully demonstrated by the results of his foresight and determination. Only a year after the building was completed, 543 pupils were enrolled; and at the end of the third year it was crowded with 864 students.

It was the vision and the courage of such men as Ira Miltimore that guided and directed, and at times almost compelled, the mass of the people in making possible the Chicago of a century later.

A tremendous impetus was given the cause of education by a convention of common school authorities held in Chicago on October 8, 1846. The foremost men of education and intelligence in the little city took part, and Chicago got many advanced ideas from educators in attendance from the older communities of the state.

Only five months later, in March, 1847, the city council receded from its position against the teaching of vocal music in the schools, and instructed the committee on schools to inquire into the expediency of such instruction. And on November 12, 1847, the school inspectors employed Professor Frank Lumbard, for $250 a year, to teach the children to sing.

First Cultural Institutions

The Chicago Lyceum

PROBABLY the earliest regularly constituted organization other than churches and temperance societies was the Chicago Lyceum, instituted December 2, 1834, which came to be the center of the social as well as the intellectual life of the village. Its first officers were Alfred Cowles, George Manierre, William Jones, George O. Hadduck, E. I. Tinkham and H. K. W. Boardman. Thomas Hoyne wrote in 1883 that, "It was the foremost institution of the city when I came here in 1837 and not a man of any taste for intellectual and social enjoyment, who loved books, conversation and debate, but belonged to the Lyceum. It had an excellent library of over three hundred volumes. We ran along until 1843 or 1844. The city was then entering upon its career of rapid growth, which for the time absorbed the interests of the citizens so much that the Lyceum meetings began to be poorly attended, and finally, as an institution, it died of sheer neglect."

The old story of "the care of this world" but while it lasted the rolls of the Lyceum constituted the social register of the city. Prominent were Judge Henry Broms, Justin Butterfield, Buckner Morris, Dr. Egan, S. Lisle Smith, Mark Skinner, George Manierre, Dr. J. H. Foster, J. Y. Scammon, G. W. Meacham, Dr. Boone, C. V. Dyer, Rev. I. T. Hinton and many others. When the Lyceum lapsed its library drifted into the hands of the Young Men's Association.

Mechanics' Institute

The Mechanics' Institute founded on the evening of January 3, 1837, at the Eagle Coffee House, for the encouragement of scientific studies on January 21 adopted a constitution, elected officers and made plans for a library and museum. Five years later it was incorporated, with Ira Miltimore, president; J. M. Adsit, first vice-president; J. H. Hodson, treasurer; John Gage, secretary, and Horatio Cook, librarian. For several years the headquarters of the Institute were in the Saloon Building where it began its long career, as provided by its constitution, "to diffuse knowledge and information throughout the mechanical classes; to found lectures on scientific subjects; to create a library and museum; and to establish schools for mechanics and others; and to establish annual fairs." The *Prairie Farmer* was made its official organ and so vigorously did its editor, John Gage, push the formation of a library that by December of 1843 some six hundred new standard volumes were purchased and with four hundred previously acquired were installed in the library. Both local and traveling lecturers addressed the Institute, an evening school was established, and the annual fairs attracted nation wide attention. The financial panic of 1857, followed in a few years by the exodus of many of its members to take part in the war, embarrassed the affairs of the Institute for some years until in 1867 a bequest by one of its prominent members became available, and its fortunes were rehabilitated. A partial merging with the Chicago Athenaeum in 1875 proved highly beneficial to both institutions, and both have a legal existence today.

The Young Men's Association

On the evening of January 30, 1841, Walter L. Newberry, Mark Skinner, Hugh T. Dickey, Peter Page, William L. Church and other citizens convened for the purpose of establishing a library association. Mr. Newberry was elected the first president and so much encouragement was given the plans that a reading-room was rented at the south-east corner of Lake and Clark streets, at an annual rental of one hundred and twenty-five dol-

lars and supplied with the principal newspapers and periodicals of the day. Mr. Newberry gave the nucleus of a collection of books and later the Chicago Lyceum Library was added.

The first lecture was given the same winter, the lecturer being William H. Brown who later was the first president of the Chicago Historical Society.

The Association housed successively in the Saloon Building, Warner's Block, the Portland Block, moved in 1866 to Metropolitan Hall at Randolph and La Salle Streets where it occupied reading rooms and a lecture hall of some elegance until that classic building was destroyed with the library of 18,000 volumes in 1871. The Association was never revived.

Although the name was changed to the Chicago Library Association to distinguish it from the Young Men's Christian Association, its privileges were open only to subscribing members. In its membership were some of the most brilliant minds of the young city, among the later presidents being Seth T. Otis, Peter Page, George Manierre, Thomas Hoyne, H. G. Shumway, and Thomas B. Bryan.

In a sense the Chicago Historical Society is the

View looking northwest from the dome of the Court House. Metropolitan Hall at the southwest corner of La Salle and Randolph Streets, the finest hall in the city, was opened in 1854 with a concert by Frank Lumbard. In 1866 it became the home of the Young Men's Association organized in 1841 for library and reading room purposes. Printers' Row is at the right. Sails indicate the course of the river.

lineal descendant of these early groups of intellectuals whose organizations lapsed for a time in the wave of material prosperity brought by the increasing tide of immigration that began in the forties.

Historical Society

One of the powerful cultural influences of Chicago which had its beginning in the period between the River and Harbor Convention and the Great Fire is the Chicago Historical Society. Less than twenty years after the chartering of Chicago as a city, the richness and the value of its historical data were apparent to some of the leading citizens, and the work of collecting, arranging and preserving them was begun.

The Chicago Historical Society was organized April 24, 1856, and at first made its headquarters in the law offices of Scammon & McCagg. These officers were elected: President, William H. Brown; vice-presidents, William B. Ogden and J. Young Scammon; treasurer, S. D. Ward; librarian and recording secretary, the Rev. William Barry; corresponding secretary, Charles H. Ray.

The work of collection was carried on ardently, and by the end of the year there were almost 3,000 books and pamphlets on the shelves, and more than 300 newspaper files bearing on the early history of the Fort Dearborn Settlement. In 1858 there were 18,650 volumes.

The Society was able, in 1859, to stage an exhibition of fine arts which not only drew the favorable interest of the people of Chicago to their own sources of culture, but spread abroad the fame of the little city as an art center.

From time to time gifts and bequests placed funds at the disposal of the Society. It was next housed in rooms furnished by Walter L. Newberry in his new building at Wells and Kinzie Streets, and among those who gave aid in those early days were the Henry D. Gilpin estate establishing the Gilpin Library, the main collection of the Society.

As the Society grew in fame and resources, more and more material was placed in its keeping, and it rapidly outgrew its quarters. A new building was necessary, and an immense brick structure, ninety feet by forty-two, with full basement, was erected on three lots the Society had bought at the northwest corner of Dearborn and Ontario Streets.

There were stored the priceless records of Chicago and of the nation—100,000 pieces including manuscripts, maps, books, newspapers, relics and evidences of all kinds of the development of the city. Among the most valuable of the entire collection was the original draft of Lincoln's Emancipation Proclamation, and the manuscript history of the various Indian tribes which formerly occupied the prairies of Illinois.

The very thoroughness of the matchless collection proved its most tragic feature. For when almost all the historical data of the time had been gathered together and stored in the Society's building, the Great Fire of 1871 swept over the city, and destroyed the entire collection. It is nothing short of marvelous that, in the years since, the Society has been able to reconstruct so much of the lost material, to locate duplicates, to find other sources of records, and to build up the splendid collection it now has.

Theaters

IMAGINATION cannot adequately bridge the enormous gap between the palatial Chicago Civic Opera House of today, with its magnificent appointments, its glittering roster of world-famous artists, and its performances of a splendor such as no emperor of earth's most golden days ever witnessed; and the humble "first theater" from which it has developed. True, those early performances were not of operatic works, but they were the best then available, and with the plays given in that first theater began the education of Chicago in appreciation of the dramatic art, out of which has grown the immense popularity of all its musical and dramatic presentations of today.

It was in October, 1837, the very year that Chicago was chartered as a city, that Harry Isherwood, member of the theatrical firm of Isherwood and McKenzie, came from the East and asked the council of the young city to grant a license to conduct a theater for six months. The council, needing money, charged him $125, but made the license for a whole year.

There was no public hall which Isherwood could rent for the performances, but he was fortunate enough to secure the old Sauganash hotel, where formerly Mark Beaubien kept tavern and played his fiddle. It had just been vacated. Young Isherwood was not greatly elated with the outlook. In a letter some years later he wrote of his first impressions in part as follows:

"It was raining. Went out to take a view of the place. A plank road (walk) about three feet wide in front of the building. I saw, to my astonishment, a flock of quail on the plank. . . . I made up my mind that this was no place for a show."

However, the landlord persuaded him to stay.

"It was a queer-looking place," Mr. Isherwood's

letter goes on. "It stood at some distance out on the prairie, solitary and alone."

However, he proceeded to rent the Sauganash, and wrote back East for Alexander McKenzie to come on with the stock company. The large dining hall of the old tavern was fitted up with chairs and benches, candles and lamps were placed for lighting. Isherwood painted some scenery, and such preparations as were possible were completed.

There, toward the close of October or perhaps in November—the exact date is in doubt—the Chicago Stock Company opened for a season of about six weeks. Drama and farce was the fare each evening. So far as is known, not a handbill now exists to show what plays were given. The memories of late survivors supply such titles as "The Stranger," "The Carpenter of Rouen" and "The Idiot Witness" and many others unheard of to-day.

So for six weeks or thereabout the hall where formerly Mark Beaubien fiddled and danced and drank with guests, where travelers regaled the company each night with tales of their adventures in the wilderness, the citizens of the new City of Chicago gathered to see the plays. And that humble theater, which had a capacity of three hundred, was only three blocks from the site of the present Chicago Civic Opera House.

The next year, 1838, Isherwood and McKenzie returned to Chicago, greatly encouraged by their reception on their first attempt, and started a more ambitious venture. They rented a large auction hall in the Rialto, a frame structure on the west side of Dearborn Street between Lake and South Water Streets, and prepared to furnish Chicago with another season of drama. They had chosen a hall in the very center of the city, in the same block with the Tremont House, then one of the principal hotels, and only half a block from the Dearborn Street bridge, the only one across the main river.

When the theatrical firm asked the city council for a license, the same opposition was offered which nowadays meets every proposal for whatever will add to the joys of life, in whatever locality. Thirty-five citizens signed a petition urging the council to refuse a license on the ground that a theater would add to the fire hazard and cause an advance in the premium rate. And when the matter was referred to a council committee, Alderman Grant Goodrich, in a minority report, opposed the license, partly on the same grounds as the other opponents, but chiefly on "moral" grounds.

"The tendencies of the performances of modern theaters are grossly demoralizing, destructive of principle," he held. He called theaters "nurseries of crime," and painted a most depressing word picture of the effect a theater would have on the morals of the young. But the council granted a year's license for $100, and the troupe came on for the season of 1838.

And in that company was a slender boy of nine years, who was by turns a comic singer, a child duke and a "super" in various roles, who was destined to sway more hearts in this world than all those who opposed the theater—Joseph Jefferson, beloved of all the world, the immortal creator of the role of Rip Van Winkle, which has become an American institution.

Young Jefferson's parents were both members of the company, and Alexander McKenzie was his uncle. They put him to frequent use for subordinate parts. In after years, writing of this Chicago engagement, Joseph Jefferson said:

"The new theater was quite a pride of the city, and the idol of the manager; for it had one tier of boxes, and a gallery at the back. I don't think the seats of the dress circle were stuffed, but I am almost sure they were planed. . . . I was the comic singer of this party, and 'small first villager;' now and then doing duty as a Roman senator, at the back, wrapped in a clean hotel sheet, with my head just peering over the profile banquet tables. I was just nine years old. I was found useful as Albert, Duke of York. . . . The city then had from 3,000 to 4,000 inhabitants; and I can remember following my father along the shore when he went hunting on what is now Michigan Avenue."

In those days the lake extended to the center of Michigan Avenue, and what is now Grant Park was part of the bed of the lake.

Again in 1839 the troupe returned to Chicago and was granted a license. It then called itself the Illinois Theatrical Company, and had gained an excellent reputation. But the opposition of a powerful minority of the citizenry did not abate. Criticism was leveled at those who attended a theatrical performance—especially women—and many who would have appreciated and enjoyed the plays dared not attend. This attitude is perhaps best shown by an extract from the *Chicago American*, which by this time had become a daily:

"We are aware that theaters are obnoxious to a respectable and intelligent part of every community, but they are permitted, and must be permitted, on the ground of general expediency, if for no other reason."

When the troupe returned to Chicago in the spring of 1839 it was under the management of Alexander McKenzie and Joseph Jefferson, father of the youthful songster and comedian.

Dramatic criticism also had its beginning that season when the *Chicago American* reviewed the performance of the melodrama, "The Warlock of the Glen," and the farce, "The Midnight Hour."

Also the *American* had been won over to the support of the stage, and in an editorial occurred these passages:

"Why do not the ladies of our fair city lend the theater, occasionally, the light of their countenance? . . . If the ladies are waiting for fashionable precedents, we will inform them that at Springfield, in this state, the theater was attended generally by the beauty and fashion of the fair sex, and by the gentlemen of the place of all official dignities, from judges of the supreme court down."

Among the offerings of the company were "Oliver Twist," which, in response to the *American* appeal, was well patronized by the ladies; Goldsmith's "She Stoops to Conquer," "Cherry and Fairstar," "Damon and Pythias," "The Taming of the Shrew," "Hamlet," "Pizarro" and "The Merchant of Venice."

Though Chicago had begun to appreciate the theater, there was still no financial advantage to a stock company remaining here. So when McKenzie and Jefferson departed, the dramatic art went into an eclipse in Chicago, and it was years before anything notable was again offered.

Daily Papers

Two years after Chicago had taken on the dignity of a chartered city, it acquired its first daily newspaper, and about a year later the second made its appearance.

It was on April 9, 1839, that William Stuart, editor and publisher of the weekly *Chicago American,* issued the first copy of the *Chicago Daily American.* At first it was a morning paper, but on December 20, 1839, it was changed to an evening publication.

Mr. Stuart continued to publish the Chicago Daily American until he was appointed postmaster of the city on July 28, 1841, when he transferred his interests to Alexander Stuart, publisher, and W. W. Brackett, editor. They, in turn, sold the paper to Buckner S. Morris July 20, 1842. Three months later the *Chicago Daily American* died.

About the time Chicago acquired her charter, there came into the city, penniless and on foot, one of the most notable of all the men who contributed to make the city what it is today, one of the most powerful personalities of his generation, John Wentworth, editor, publisher, lawyer, politician, mayor, legislator, congressman, capitalist, and a leader in whatever a strong and energetic and public-spirited man might undertake.

John Wentworth, nicknamed "Long John" because he was six feet six inches tall, was just past twenty-one when he arrived at Chicago. He had been graduated from Dartmouth College, and had heard of Chicago as a place where a man's ambition was not likely to be hampered. He walked the last stage of his journey, from Michigan City, Indiana, in two days.

Very soon after his arrival he began to read law in the office of Henry Moore. Chicago quickly recognized him as a man of great force of character and much New England shrewdness. So, when John Calhoun, founder of the *Chicago Democrat,* the first newspaper published in the town, wanted to sell, the friends of John Wentworth raised the money to put him in charge and he began the task of making the paper pay for itself. In three years he was sole owner, and had made himself respected and feared as an editor who loved to fight for whatever he considered right.

From the very beginning John Wentworth took an advanced stand on the rights and duties of the young municipality, and the council was quick to recognize his influence. It was October 25, 1836, that he arrived in Chicago; on November 23 he became editor of the *Chicago Democrat;* and on May 8, 1837, two months after the city was chartered, the council made his paper the official publication of the city. And John Wentworth was only twenty-one years of age.

When the spring election of 1840 approached Mr. Wentworth, appreciating the power he held in his newspaper, decided to increase that power. On February 24, 1840, he began publication of the *Chicago Morning Democrat,* the city's second daily. That was less than a year after the founding of the *Chicago Daily American.* The *Democrat* was at first a morning paper, but was soon changed to an evening issue.

A number of newspapers, magazines and periodicals of various kinds sprang into being in the first decade of Chicago's existence as a chartered city. Most of them were weeklies, several were monthlies, and a number started out as dailies.

A majority perished after a few months, or at most a few years of struggle for public favor. Some were purely political, and were abandoned after they had served their purpose through a single campaign. Some were published by zealots who were willing to work hard and live on next to nothing if thereby they might be enabled to lay before the public their views on religion, diet, politics, or whatever their fad. Some had purely literary aims, some were devoted to the interests of a single profession or trade, and a few were really meant to be newspapers in the true sense of the word.

Of the dozens of publications which were started soon after Chicago attained a city charter, in 1837, three were so managed that they survived through the years, and today, almost a century later, are still powerful influences not in Chicago alone, but over a wide territory and in many a foreign land. Their power for good, during the formative stage of the city, is not easily overestimated.

The early home of the Chicago Evening Journal, on the east side of Dearborn Street between Madison and Monroe Streets. Founded in 1844 The Journal is the earliest Chicago newspaper in existence today.

The first of these, in point of time, is the *Chicago Daily Journal,* which today bears across its front page the banner, "Chicago's oldest daily newspaper —founded April 22, 1844." The Journal was builded upon the foundation laid by a still earlier publication, the *Chicago Express,* which had been founded October 24, 1842, by William W. Brackett. And the *Express*, in turn, had grown up from the ruins of the *Chicago Daily American,* started by William Stuart on April 9, 1839, only two years after the granting of the Chicago city charter.

The editors of the *Chicago Daily Journal* were Richard L. Wilson and J. W. Norris, acting for a committee which had purchased the *Chicago Express.* The committee was composed of Jonathan Young Scammon, George W. Dole, Grant Goodrich, Walter R. Newberry, Giles Spring, Jacob Russell, S. Lisle Smith, George W. Meeker, John Frink and Buckner S. Morris. The paper was first issued from the old office of the *Express,* at what was then under the old system of numbering, 82 Lake Street. Later the office was removed to the Saloon Building on the southeast corner of Clark and Lake Streets. The *Journal* was in many respects a true pioneer, and among many other "firsts" it was the first Chicago paper to employ a dramatic critic. That position was for years filled by Benjamin F. Taylor.

The *Chicago Tribune,* known around the world by the title it has assumed, "The World's Greatest Newspaper," today vastly rich, powerful not only in Chicago but throughout the nation, and with no small influence in Europe, was founded July 10, 1847, by James J. Kelly, Joseph K. C. Forrest and John E. Wheeler. The first edition of this newspaper, whose daily circulation now is in the neighborhood of a million copies and on Sunday far above a million, was just 400 copies. One of the editors worked the lever of the old-time Washington hand press, a task which required muscle.

Only a few months after the *Tribune* had started on its career, the management bought out the *Gem of the Prairie,* which had been founded in 1844, and issued it as the *Weekly Tribune.* A little later the name "Gem" was dropped.

Quite as important in its own field as the daily newspapers was the monthly farm publication which began its career under the formidable appellation of "The Union Agriculturist and Western Prairie Farmer," and which survives and flourishes to this day under the abbreviated name of "The Prairie Farmer."

This journal was first issued in January, 1841, under the ownership of the Union Agricultural Society, which had been incorporated in February, 1839. The society was made up of leading agriculturists and public spirited men of Cook, Kane, La Salle, Will, McHenry and Du Page Counties. The editor was the secretary of the society, John S. Wright of Chicago.

The *Prairie Farmer* has, from the day of its first issue, been a powerful influence in the state, and in a lesser degree in Chicago. Especially does the city owe a debt of gratitude to J. S. Wright, its editor, in Chicago's young days. His vision of Chicago's future was so dazzling, so much beyond what his contemporaries could see, that he was often ridiculed for his wild fancies. If he could have lived to this day he would see that even his wildest dreams were poor and drab in comparison with the growth Chicago has made in culture, in wealth, in the development of resources.

Cemeteries

IN the Chicago of early days, as in all new communities, each man had to depend in large measure upon himself, his own efforts and ingenuity, for everything necessary to life and its comforts. The same rule applied in the disposal of those who gave up the struggle for existence, for there was no common burying ground any more than there was a hospital or an insane asylum.

The government buried its dead from the garrison at Fort Dearborn on the north bank of the

river, east of the Kinzie house and not far from the lake shore. John Kinzie himself was buried there when he died in 1828, though at a later date his body was removed. After many years the government abandoned the burial ground on the north bank of the river, burying its dead close to the fort, near the corner of Lake Street and Wabash Avenue.

The rule among the settlers was for each family to bury its dead near the dwelling, and each family arranged for the digging of the grave and other details of interment, for there was neither undertaker nor sexton in the town.

brought to the young metropolis its first hearse. So when Chicago was chartered as a city, it was equipped to care for the dead.

Even in that day Chicago was growing too rapidly to make it practicable to retain these two plots as cemeteries. The little town, with its restless enterprise and a steady stream of immigrants, was pushing out its borders and encroaching on the quiet which is the due of the dead.

So in 1840, three years after the city was chartered, the council decreed another move. Both the Catholic burial ground on the South Side and the

Photo loaned by Mrs. John F. Gilchrist

About 1840 the city authorities established the Chicago Cemetery on the south end of the "Milliman" tract, now Lincoln Park, but not being able to establish title the Common Council in 1865 ordered the vacation of the tract authorizing lot-owners to exchange their holdings for lots in the new cemeteries. The exhumation of bodies was in progress for several years. The above illustration is from a rare photograph visualizing the process.

It was not until the Town of Chicago was incorporated that any uniformity of practice was established. The trustees had the town surveyor lay out a tract of sixteen acres on the South Side, near the present foot of Twenty-third Street, for the Catholics; and ten acres on the North Side, on Chicago Avenue, just east of Clark Street, for Protestants. Burial in any other section was forbidden.

These two cemeteries, Chicago's earliest, were laid out in 1835. The next year Chicago's first grave-digger, Henry Gherkin, a Prussian immigrant, arrived, and for almost twenty years he plied his trade. At about the same time A. J. Bates, the town's first undertaker, opened an office, and

Protestant on the North, were abandoned, and the city established a cemetery farther out, on what is now the southern part of Lincoln Park. This, it was then thought, would be safe from encroachment for many years—perhaps indefinitely.

It is now a matter of history, so old—comparatively—as to be familiar to few residents, that there is still a grave in Lincoln Park, where lies the body of a soldier of the Revolutionary War, David Kennison, the last survivor of the famous Boston Tea Party. Many of the bodies were removed when the land was taken for park purposes. All of which was far in the future of the Chicagoans of 1840.

The Canal Is Begun

ONE of the mighty enterprises of the Middle West which exercised a powerful influence over the growth and prosperity of Chicago—though it was not exclusively or even chiefly a Chicago enterprise—was the Illinois and Michigan Canal, which serves to connect the Great Lakes with the Gulf of Mexico.

This had been the dream of the prophetic Louis Joliet from that far day when he and Father Marquette tramped, with their canoes and dunnage, across the narrow portage from the Desplaines to the South Branch of the Chicago River, back in 1673. As long as he lived, Joliet talked and wrote enthusiastically of a canal which should connect the Chicago and the Desplaines Rivers, and enable goods to be exchanged by an inland waterway between French Canada and French Louisiana.

But France of that day had many matters she considered more important, and when the United States came into being there were weightier affairs to be looked after at Washington, so that it was not until 1816, one hundred and forty-three years after Joliet's visit, that a treaty was signed with the Indians by which they ceded a strip of land twenty miles wide, from Chicago to Ottawa, for canal purposes. Not that there was then much prospect that such a canal would be dug, but the settlers of the Fort Dearborn Settlement, which in time was to become Chicago, insisted on the treaty that they might be in readiness, and they got it.

Six years later, in 1822, congress gave the State of Illinois permission to construct the canal, and appropriated $10,000 for a survey of the route. Also it granted to the state ninety feet of land on each side of the right of way.

The Illinois and Michigan Canal Company was chartered by the state in 1825, with a capital stock of $1,000,000, but because of some doubtful features which it was feared might alienate congress, the act was repealed the next year.

A new start was made in 1827 when congress passed an act granting the state 284,000 acres of land along the canal, from the sale of which the work was to be financed.

The next year, 1828, Illinois followed up this legislation with a law establishing a land commission to sell the land and raise the money for construction work. It was under the provisions of this law that Thompson made his famous map of the "Town of Chicago," completed in 1830, three years before there was any official town, but on which the Chicago of today is based.

After all these years of surveying, inspecting and debating, it was impressed on the minds of the canal measure's proponents that it was a much bigger undertaking than they had realized. Joliet, the first to urge the canal, had supposed that an inexpensive ditch of "half a league," about a mile and a half, dug in the soft prairie mud, was all that would be required. But repeated surveys had shown that, to be of any service at all, the canal must be dug through many miles of flinty Silurian limestone which had been hardening for millions of years; also that it would require feeders to supply sufficient water, and locks and other features of which Joliet never dreamed.

Chicago never faltered in her belief in the canal, but it was a state affair, and not exclusively—not even chiefly—an affair of the Fort Dearborn Settlement with only about one hundred inhabitants. It was the state which must take the lead, and the state began to have its doubts when a new estimate revealed the probable cost of the ditch at $4,043,000. The legislature, dismayed, repealed all existing legislation on the subject.

About this time there was much interest in the railroad which had been put into operation in New York and was being tried out in other states, and the legislature considered whether a railroad system might not be better than a canal. In fact, when the Galena and Chicago Union road was chartered in 1836, many expected it to be such an immediate success that the idea of the canal would be abandoned. They did not know their Chicago.

But the friends of the canal worked steadily for it, and in 1835 the legislature took it up again. It passed a law empowering the governor to issue stock and raise a loan of $500,000, and have the work begin at once. The plans called for a ditch 45 feet wide at the top, 30 feet at the base, and deep enough to permit passage of boats drawing four feet of water.

The bonds were put on sale in 1836, but they moved slowly, so the state pledged its unsold canal bonds to secure them. Cheap money had so increased the cost of labor and material that a new estimate placed the cost of the canal at $8,654,000; but part of this was due to a more ambitious idea regarding the size of the ditch. It was now the plan to make it 60 feet wide at the top, 36 feet at the bottom and capable of carrying boats of 6 feet draft.

But the bonds were sold, the money raised, and everything was ready for a start. While the canal was properly a state enterprise, much of the energy, the enthusiasm, and no little of the money, which had pushed it thus far through all the weary years of waiting, had come from Chicago. The far-sighted men of the little settlement had always felt that the

future of Chicago depended in no small measure on the construction of the canal. So when the legislature took the final action which cleared the way for actual work to begin, a mass meeting was called in Chicago that the people might give expression to their sentiments.

This meeting was held at the Tremont House, at the corner of Lake and Dearborn Streets, Colonel Richard J. Hamilton presided. Amid great enthusiasm, a committee was appointed to arrange a fitting program for the day when the work should begin. On this committee were John H. Kinzie, Gholson Kercheval, H. Pearsons, J. L. Wilson, E. Peck, G. H. Walker, G. W. Dole, A. Garrett, G. W. Snow and J. C. Goodhue. It was ordered that a gun be fired in honor of each legislator who had voted in favor of the canal, and the weekly paper, the *American,* was requested to—and did—print the names of the bill's proponents in capitals, and the names of the ignominious opponents in small italics.

The Fourth of July, 1836, was chosen as the day on which the actual digging should begin. As a preliminary, the state laid out a wagon road from Chicago to Lockport at a cost of $40,000—the famous Archer Road, named in honor of Colonel William B. Archer, who owned a large tract of land through which the canal was to pass. That highway is still Archer Road in the country, and the important diagonal thoroughfare, Archer Avenue, within the limits of the city.

Chicago took an important and enthusiastic part in the ceremonies when the work was begun. At a signal, the firing of three cannon at Fort Dearborn, a large cavalcade left the young city on that morning of July 4, 1836. Some rode horseback, some went in boats, and many walked the entire distance. After much oratory and many felicitations, Colonel Archer turned the first spadeful of earth, and the dream of Joliet was at last on its way to fulfillment, one hundred and sixty-three years from that day when he stood at what is now Summit, and gazed with wonder, a mighty vision in his mind, at the parting of the waters, those at his right hand flowing into Lake Michigan and finding their way past his beloved Quebec and Montreal to the Gulf of St. Lawrence; those at his left hand passing down the Desplaines, the Illinois and the Mississippi to the Gulf of Mexico, past the French city of New Orleans.

This beginning of the actual, physical construction of the canal was one of the powerful stimuli to the chartering of Chicago as a city in 1837. Already the removal of the Indians and the sale of canal lands had started a stream of immigrants, and Chicago had a population of 4,170. Prosperity had at last come to Chicago—on paper at least—and the years of 1836 and 1837 were years of frothy upheaval in land prices, and speculation generally.

Then came the day of settlement, and the financial panic toward which the whole country had been heading for years. President Jackson had removed the government's money from the Bank of the United States; the bank had not been rechartered; banks had been instructed not to accept the paper of any bank which refused to pay specie; land offices were ordered to refuse anything but specie in payment for government lands; there was a general calling in of loans—and bankruptcy everywhere. Men who—on paper—had been worth hundreds of thousands of dollars, were in a few days penniless. Great numbers who had bought land of the government, of the canal commissioners or of private dealers, and had paid part of the price, were forced to relinquish their rights and lose all they had paid. Lots, blocks and acres were sold for taxes and in many cases reverted to state or government because the owner could not pay tax.

But through all that dark period the Chicago spirit shone with steady brilliance. With unfaltering conviction that the completion of the canal would repay them for their hardships, those grim makers of the city which today is Chicago, stood firm. Money was raised in divers ways, part of it by continued sale of canal lands in the East, and the laborers were kept at the task of digging. Not until 1843, when the state had spent more than $5,000,000 and the canal was still far from finished, was work suspended. How far was the reality from Louis Joliet's vision of a simple ditch of "half a league" through the soft prairie soil!

But a way to complete the canal was sought and found. A large share of the credit must be given to Russel E. Heacock, a Chicago lawyer and one of its pioneers. He urged that the plan for a deep canal be abandoned, at least for the time, and that the remaining portion be but 45 feet wide at the top, 30 feet at the bottom, and the depth limited to boats of four feet draft. In great measure because of his arguments and pleas, this plan was adopted. It was estimated that by this scheme the canal could be completed for $1,600,000 more, and the state pledged its remaining 230,476 acres of canal land and raised the money.

It may be said here that the work was completed five years later, and that the City of Chicago staged another and greater celebration in honor of that event on April 10, 1848.

The history of the Illinois and Michigan canal admirably illustrates the character of the men who made Chicago. There was much enthusiasm, some of it not based on solid facts, but nevertheless highly inspiring; there were mistakes of judgment and many plans had to be abandoned and built up again

and again; there was criticism at home and abroad; there were scoffers both open and secret; there were seasons of actual poverty, with debts piled high and the loss of everything impending. But never did repudiation present itself as a solution; never did Chicago listen for a moment to the suggestion that the canal be abandoned; never did those men for an instant lose faith in the final completion and the full success of their favorite enterprise.

A city builded by such men, and carried on in the same spirit by the men who have succeeded them, generation after generation, could not be other than the city which today is preparing to celebrate its centennial.

Early Banking

It was not until 1836, the year before Chicago was chartered as a city, that the little community was blessed with a bank—if the institution then set up can be called a blessing. Until that time there had been little specie circulating in the Northwest Territory, and small need felt for it. The usual media of exchange were furs, produce and personal property.

The nearest to a banker the Fort Dearborn Settlement knew was Gurdon S. Hubbard, one of the sterling pioneers who did much to pave the way for the Chicago of today. He was a Vermont Yankee who paid his first visit to Fort Dearborn in 1818, when he was sixteen years of age, and who settled permanently in Chicago in 1834 when the town was newly incorporated. Here he spent the remainder of a long and useful life.

Mr. Hubbard was an Indian trader, was long a factor for the American Fur Company, and in later years Chicago's foremost citizen. Through his trading connections in the East Mr. Hubbard had excellent credit, and carried on, when desirable, what amounted to a banking business.

It was in 1836 that the first bank, legally so termed, was established in Chicago, and it was merely a branch of the State Bank of Illinois, the operations of which were directed by the state legislature, and which were about as well-managed and successful as most institutions so managed turn out to be. It became involved in the wild land speculations of 1836 and 1837, suspended payment in specie and finally failed, leaving many creditors unpaid.

The year after the ill-starred state bank was opened, another institution which under the law was forbidden to do a banking business but which in reality was an excellent bank, was opened. It was the Chicago Marine and Fire Insurance Company. It loaned money, it received deposits, it bought and sold bills of exchange, and performed all the ordinary functions of a bank without legal permission. But its administration was as ruggedly honest and its observance of the best banking traditions as scrupulous as those of the legal state bank were doubtful and lax.

In later years this institution took out a charter under the laws of Wisconsin, added the word "bank" to its title, and became one of the solid and influential institutions of Milwaukee and the state.

While the State Bank of Illinois passed out of existence, leaving an evil memory, the Marine and Fire Company built up a splendid credit, and in 1843, the year the state bank died, had in circulation $100,000 in certificates of deposit, which by 1851 had grown to $1,470,000, every dollar of which was paid on presentation.

From the time the state bank collapsed Chicago's banking was done by private firms until 1851, when the legislature passed a general banking law, under which banks could profitably be organized and conducted by men of means in the city.

First Railroad

Chicago's first railroad was chartered by the legislature on January 10, 1836, a year before the city secured its charter. This road was called the Galena and Chicago Union Railroad, and was to extend from Galena, a considerable city, to the much smaller Town of Chicago. The success of such a venture was a matter of such doubt at that time that the charter specifically empowered the directors to construct, instead of a railroad, a good and permanent turnpike on the right of way, and collect toll from those using it.

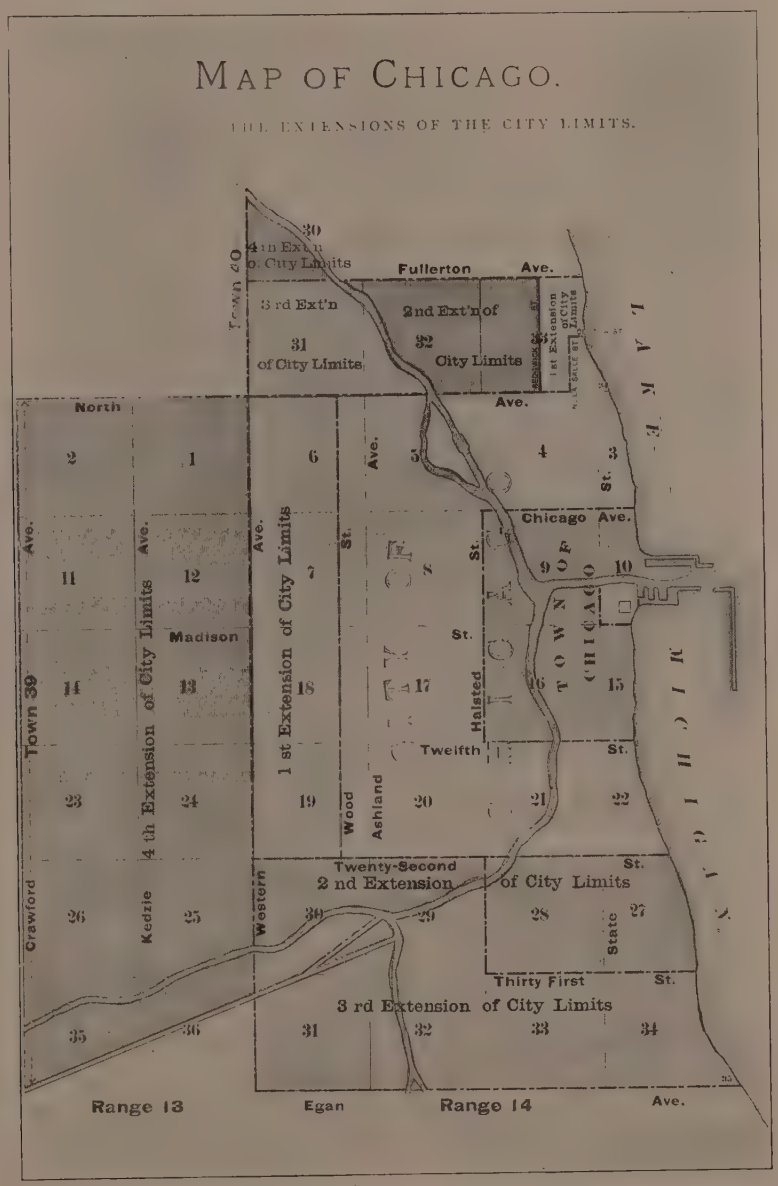
That charter was the official birth of the vast system known today as the Chicago & North Western Railway.

No such triumph, however, was immediately discernible in 1836. Before anything tangible could be accomplished toward building the road, the great panic of 1837 struck the country, and the embryo railroad lay dormant for years. It was not until 1846, when the country was recovering from the financial stringency, that William B. Ogden, who had been Chicago's first mayor, was elected president of the road, and brought it to life.

He began the sale of stock to the public on August 10, 1847, and with the funds from this sale had the road surveyed in September, 1847. Construction work was begun at once, and pushed rapidly and vigorously.

Such a railroad would be a curiosity today. First there was an embankment of soft Illinois earth. On this roadbed was laid the familiar system of wooden cross ties. On these ties, lengthwise of the road, were laid wooden rails six inches square. These wooden rails were topped with a strip of hard oak, and on this was laid the iron rail on which the wheels were to run It was known as a "strap rail," of soft iron, two and one-half inches wide and three-quarters of an inch thick. The weight of one of the monster locomotives of the Chicago & North Western of today would crush through such a road and well nigh bury itself in the soft earth below.

But it was a railroad, Chicago's first, and best of all, "it worked." It was approaching completion in the fall of 1847, which closed one of the important eras of Chicago's history.



Extending the Boundaries

THE year 1847, one of the crucial years in the history of Chicago, found the city with a population of almost 20,000, with an area of a little less than 15 square miles within the city limits. The growth of the city had been remarkable, as to both population and area.

When the Thompson plat was laid out by the state land commission in 1830, there were only a

few dozen people living in scattered log cabins along the river. This represented all the advance that had been made since Baptiste Point De Sable, the negro, took up his residence there in 1779.

When the Town of Chicago officially came into being with its incorporation in 1833, there was an estimated population of 150 persons—not a few of whom lived outside the boundaries of the town. The limits of the Chicago of 1833 were State Street on the east, Desplaines Street on the west, Kinzie Street on the north, and Madison Street on the south.

Twice within the next few months the boundaries of the town were extended, taking in the territory east of State Street as far as the lake, with the exception of the government military reservation of Fort Dearborn.

The area of the town at first was about three-eighths of a mile. When immigrants began pouring in and it was desirable to extend the limits, the legislature passed a special enabling act, because the law forbade any town to have an area of more than one square mile. Under this new law the town limits were extended to Halsted Street on the west, Twelfth Street on the south and Chicago Avenue on the north. That gave the young town a territory of almost three square miles.

When the City of Chicago was chartered in 1837, the population had grown to 4,170, and the boundaries were set as follows:

Twenty-second Street on the south, Wood Street on the west, Lake Michigan on the east and North Avenue on the north. Also there was a small tract east of La Salle Street extending to the lake, between North Avenue and Center Street.

In 1847, when the effects of the great financial panic were wearing off, when the canal was well on the way to completion, and when Chicago was arousing the whole country to the importance of inland harbors, its limits were again extended. The western limits were set at Western Avenue, the southern remained at Twenty-second Street, and the north line at North Avenue. Also there was once more an irregularity in the north line, which extended north on Sedgwick Street from North Avenue to Fullerton Avenue, thence east to the lake. The old Fort Dearborn reservation had become part of the city in 1839. These additions brought the area of the city up to almost fifteen square miles, and the population to almost 20,000.

First Serious Fire

From the time of the incorporation of the town in 1833, when each citizen was required to keep handy a fire bucket, and run with it to every fire, Chicago has had many and spectacular fires. Only three, however, stand out with such prominence above all others by reason of their extent and the heavy property loss that they are generally referred to as "great" fires. It is a curious coincidence that all three fell in the month of October.

The first of the three, in point of time, struck the little city on October 27, 1839. It had its origin on Lake Street not far from the corner of Dearborn Street, where stood the famous Tremont House. Before the little fire department, aided by the citizens, could bring it under control, it had devoured eighteen buildings in the very heart of the business section, including the Tremont House. It was halted by the blowing up of a large building in its path, thus depriving the flames of fuel. The loss was placed at $75,000.

A fire involving no greater loss today would scarcely get mention in a newspaper; but in 1839, when the population was only about 6,000, and the city's wealth small in proportion, it was a calamity. Various merchants lost stocks valued at $2,000 to $9,000 each, and insurance was not heavy.

But the Chicago spirit was there, and not only the Tremont House but all the other buildings were quickly rebuilt, and business went forward at an increased pace.

Earliest Meat Packers

THE meat packing industry, which for generations has been one of the sources of Chicago's wealth and industrial fame, was flourishing mightily in the years when it was a young city. The cluster of packing plants, constituting in itself a large city, on the South Side, had not yet come into being; but neither were cattle butchered any more "out on the prairie" at Madison Street and Michigan Avenue as they were in 1832. In that year, it is recorded, Mark Noble and his brother John slaughtered a herd of 152 animals for George W. Dole at that obscure locality. The meat was packed by these early packers in Dole's plant at Dearborn and South Water Streets. From the very beginning Chicago has been a center for the industry, and by the time the city was chartered slaughter houses and packing plants had sprung up in many places, all of them in what is now the heart of the city. At first the product was consumed entirely by the U. S. soldiers at Fort Dearborn, by the Indian wards of the government, and by the people of the settlement. But presently the outside world became aware that in Chicago were men who understood how to furnish good meats, and shipments began to the East. In a few

years not only Boston but London was clamoring for beef packed in Chicago, and paying the highest prices for it.

Among the early citizens of Chicago who helped to build up the city's reputation for meat products were Archibald Clybourne, government butcher for the Indians and for the soldiers at Fort Dearborn; George W. Dole, Oliver Newberry, Gurdon S. Hubbard, Sylvester Marsh, R. M. and Oramel S. Hough, D. H. Underhill, Eri Reynolds, Oren Sherman and Nathaniel Pitkin, Thomas Dyer, John P. Chapin, Julius Wadsworth and George Steel.

Grain Shipments Begin

From its position at the head of navigation on the Great Lakes, and on the Illinois and Michigan Canal then projected, Chicago soon came to hold an important position in the grain trade. In later years this industry was destined to grow to magnificent proportions with the coming of the harvesting machine and the network of railroads.

Grain shipment began in 1838 when, as an experiment, Charles Walker sent a consignment of 78 bushels of wheat by boat to Buffalo. It was simply stacked in bags in the vessel's hold.

The next year, 1839, Newberry and Dole made a more ambitious venture, and poured 3,678 bushels of wheat into the hold of the brig Osceola, and utilized what might be termed the grandfather of the modern elevator. The grain was stored in the firm's warehouse on the north bank of the river near where the old Rush Street bridge once stood. It was lifted to the upper floor of the warehouse by buckets and a rope and pulley by hand—"by Irish power" as Andreas has it—and thence down a wooden spout to the vessel's hatches.

This was such a success that labor-saving devices were soon brought to bear, to insure more speed. A bucket belt was constructed, and a horse on a treadmill furnished the power. In one instance a horse, hoisted to the upper floor by sailors with block and tackle, lived for seven years up in the air, even as coal mine mules now live underground for years. This method prevailed until 1848, when steam power began to supplant the treadmill.

Park System

Not the most visionary citizen of the Chicago of 1838—and there were then men and women who dreamed inspiring dreams of the city to be—could have had the faintest conception of the park system of the Chicago of today. Yet the city council of that day had the vision to make the first step toward the creation of that system. True, no park today occupies the site then set aside, but it was a beginning, a first, inspired movement toward the light of the playgrounds of days to come.

In that year of 1838, the next year after the incorporation of the city, the council set aside as a park a tiny plot of ground at the Northwest corner of Michigan Avenue and Washington Street, which it designed to keep open as a breathing space and a beauty spot when the city should grow beyond it —as some daring spirits of that day hoped it might. This little square was named Dearborn Park, in honor of the historic Fort Dearborn which once stood not far away.

And in that infinitesimal plot of ground was

An Early Visitor

The First Cargo of Grain shipped from the Port of Chicago, was loaded from Newberry & Dole's warehouse on the north side of the river, September 1839. The brig was the Osceola, of Buffalo.

planted the seed from which was to spring, in later days, what has been called the finest and most comprehensive of the world's system of parks and connecting boulevards. There was then not the faintest conception of the magnificent stretch of parkland from Lincoln on the north to Jackson on the south, including Grant Park at the city's front door, and the vast stretches of Washington, Douglas, Garfield and Humboldt Parks, with scores of smaller ones, all united by a chain of marvelous driveways. Yet they have all grown from the germ implanted in Dearborn Park almost a century ago.

True, Dearborn Park is no longer a park. The Chicago Public Library now stands on that historic spot. But the idea of preserving some open spaces took root and grew, and here and there, in the next several years, the council set aside other small tracts for the same purpose. They were always "far out" in those days, beyond the noise and bustle of the city of a few thousand inhabitants—so far that many did not expect that the city ever would grow large enough to surround them with its clamor.

Among the breathing spaces thus saved to the Chicago of today are such as Union Park, at Warren Avenue and Ashland Boulevard; Douglas Monument Square at the foot of Thirty-fifth Street; Jefferson Park, at Monroe and Loomis Streets; Washington Square, beside the now famous Newberry Library, then unthought of; and Wicker Park on the Northwest Side.

And thus, all unknowing the rich fruits that were to be borne on so tiny a plant, the makers of Chicago in 1838 opened the little garden spot of Dearborn Park and for years kept it as a pleasure ground and a place for holding public meetings.

Photo by Copelin & Melander

Dearborn Park at Randolph Street and Michigan Avenue. At the left is the wholesale drug house of Burnhams & Van Schaack, later the location of Sprague Warner & Co., where now Crerar Library stands. At the right is the Armour Building which housed the Pullman Palace Car offices. From a stereoscopic view by Copelin & Melander taken in the summer of 1871.

Metropolitan Consciousness

The close of the year 1846 saw an awakening of the consciousness of the little City of Chicago, which may well be called epochal. Hitherto it had been almost entirely parochial, except as it exerted its influence at the state capital to drive through the Illinois and Michigan Canal project. It had not made itself felt in the East by any outstanding

achievement or endeavor. But it now contemplated an action which would draw the attention of the whole country upon itself.

The effects of the financial panic of 1837 were passing away, and the city was enjoying a healthy growth. The population—by estimate and not an accurate census—was about 12,000, and Chicago was the largest city in the state. New buildings were being erected at the rate of 600 a year, and business was prosperous.

The Great Northwestern Sanitary Fair of 1865. This building was erected for the purposes of the Fair on Dearborn Park. In this view the south facade is shown, the lake side of the park being at the right.

The city council had introduced a new method of financing street and other public improvements —by levying special taxes on properties which would be most benefited by the improvements.

The Mexican war was in progress, but it caused scarcely more than a ripple in Chicago. A number of young men enlisted, sometimes as many as fifty a day when there was stirring news from below the Rio Grande, but the little city scarcely felt that a war was being fought. The quarrel which was to ensue over the annexation of Texas and its admission as a slave state was foreseen but dimly if at all, though there was excitement at intervals over the arrival of fugitive slaves from the South, and the attempts to return them to their owners under the terms of the Fugitive Slave Law. But these were only sparks; the great conflagration of the Civil War was still fifteen years in the future.

An interior view of the Sanitary Fair.

When Chicago was but a town, there had been no distinction between native and foreign born.

All voted alike. Neither were national lines drawn, but Irish, German, French, British and all others were on a par. But by 1846 race consciousness was making itself felt. Many immigrants were still bound to the "Old Country," and these began to band together to influence events in Chicago. And the native born at times resented it.

As far back as 1840 a petition had been sent to congress, signed by 250 residents of the county, petitioning that a law be enacted forbidding the vote to foreigners who had not become citizens.

From a print loaned by the Chicago Abendpost

"Wright's Grove" on Clark Street between Wrightwood Avenue and Diversey Street about 1868. This was the famous picnic ground where the German Saengerfests were held.

The law was not enacted at that time, and the aliens naturally turned their resentment against the citizens who wanted to take from them the privilege of voting.

In 1842 the Irish of Chicago formed an organization to work for the repeal of the union of Ireland and Great Britain. Among the members were such leading men as William B. Egan, president; L. C. Kercheval, vice-president; and Maurice Prindeville, Hugh Young, C. H. Chapman, H. Cunningham, John Jackson, James Carney, H. L. Rucker, C. McDonall, John McHale, Michael O'Brien, R. R. Seeley, Patrick Ballingall and George Brady. The next year saw St. Patrick's Day celebrated for the first time in Chicago.

Race consciousness stirred the German element also in the year 1846. One of the German citizens, Charles Bumgarten, had aspired to a position as street commissioner, and the council had not given him the appointment. A protest, signed by thirty-four Germans, charging that he had been barred because of prejudice against his origin, was presented to the council.

In politics the older element among the citizens was disposed to the Whig party, but when the tide of immigration set in, and aliens were permitted to vote after a brief residence, the Democratic party gained a majority which for years it maintained. It remained in the ascendency, with few lapses,

until the disintegration of the Whigs in later years, the formation of the Republication party, and the election of Abraham Lincoln to the presidency.

Though Chicago had attained the legal status of a city, boasted the largest population in the state, and had begun to encounter some of the problems of municipal administration, it was in reality but an overgrown country village. Conditions obtained which would have been considered impossible in many an older town of one-tenth its size.

One of the chief drawbacks to life in Chicago was the mud. The little city still squatted on a marsh but a few feet above the level of the lake, the ground so full of water that there could be no cellars under the houses, the drainage so poor that sewers were not practicable, and the streets unpaved and in bad weather almost impassable. These conditions were accepted by the great mass of the people as inevitable and incurable, and even in minor matters progress was slow. It was not until the spring of 1843, after the newspapers had criticised conditions rather bitterly, that the city council forbade the people to permit their hogs to run at large in the streets. Up to that time the swine had luxuriated in wallows in the streets, and fattened on the refuse at back doors.

Undeniably, the little city was crude. But just as undeniably it contained in embryo all the elements of a splendid culture. If the physical aspect of the sprawling collection of dwellings, saloons, churches, stores, shops and factories were unbeautiful, there was a growing sense of this fact and a smoldering determination to bring order out of the existing chaos.

There were no operas, no art colony, no great university, no organizations of the educated and refined around which could be built up a cultural center; yet there were neighborhood gatherings, literary societies, sectional clubs, and always the churches were striving to teach the beauty and use of the spiritual life. There were public meetings at which matters of general interest—usually political in character—were discussed. There was a growing tolerance, if not appreciation, of the theatrical art. And there was a pride in the weedy growth in size and importance of the little city which had outstripped all others in the state in population and wealth. These were the seeds from which were to bud and blossom and fruit the Chicago of the Art Institute, the Historical Society, the Field Museum, the University of Chicago, Northwestern, Loyola, De Paul, the Press Club of Chicago, the Symphony Orchestra, the Civic Opera Company, and all the other cultural influences which have made the city of today.

Most important of all—a natural outgrowth of all these—was the dawning of the consciousness that Chicago was becoming an entity, a personality, with duties and responsibilities and privileges in relation to the rest of the world, and the possibility of its growing into a beautiful, useful, soulful individual instead of a mere agglomeration of neighborhoods. Spiritually, Chicago had begun to lift its face skyward.

River and Harbor Convention

THE most important single event in the history of Chicago, from its chartering as a city in 1837 to the fire which all but obliterated it in 1871, was the River and Harbor Convention of 1847 which united the whole North and West in the campaign for better facilities for water-borne commerce. Its importance lay not so much in the immediate effect on the improvement of rivers and harbors, as in the sudden awakening of the city to its own importance as a city, and the advertisement of its many advantages to the rest of the nation. In a single week Chicago leaped from the position of an awkward, self-conscious, overgrown town, unknown except by name to the cities of the nation, to that of a sister city of New York, Buffalo, Philadelphia, St. Louis and other centers of influence, known, appreciated and praised by all of them.

Influences which brought about the convention had been at work for years. The Illinois and Michigan Canal had not been completed, but was in an advanced stage of construction. When it was finished there would be a powerful need for a commodious harbor at Chicago for the vessels which were to bring freight for the canal boats. Congress had at intervals tinkered with the harbor, but it was sadly neglected, and a new sand bar had all but closed the mouth of the river. Unless something were done at once the opening of the canal would find vessels forced to lighter their cargoes from out in the lake—a tiresome and very costly expedient.

Provision for the improvement of the Chicago harbor was made in a measure called the River and Harbor Bill, passed by congress in the summer of 1846, but vetoed by President Polk on August 3.

All Chicago was enraged by the president's act, and it found voice in the *Chicago Daily Journal* which, though a Democratic paper, turned upon the Democratic president with bitter and cutting criticism. Indeed, it should be made plain from the first, there was nothing political—in the ordinary sense of the word—in the entire history of the River and Harbor Convention. It was political in the sense that the North and West arose in their

wrath and denounced the influence of the South which had led to the veto of the bill; but neither Democratic nor Whig party, as such, was either for or against the measure.

"The objects of the improvement (set forth in the River and Harbor Bill) lie north of Mason and Dixon's line, and would benefit the North and West, whose growing prosperity is hateful to the slave-owners of the South," declared the *Journal* editorially. "Three times already has the whole policy of this government been changed at the command of the South, all its business broken up and deranged, because the slave-owner was jealous of the prosperity of the free states."

All over the North and West the policy of the president was attacked, and there arose a demand that something be done about it. One of the prime promoters of the convention was William Mosely Hall, who made a pilgrimage across the country stirring up the people. He held meetings in St. Louis, Chicago, Buffalo, Cleveland, and cities to the east, and formed in each a nucleus of protestants against the president's action. Gradually the idea of a great convention of protest took form. At first St. Louis wanted the convention held there, but magnanimously gave way to Chicago because of the more advantageous location.

A preliminary conference was held in Chicago on November 13, 1846, which issued an address prepared by John Wentworth, then congressman, and signed by the committee members, J. Young Scammon, Grant Goodrich, George Manierre and I. N. Arnold. The address set forth to the rest of the country the objects of the convention, inviting every section to send representatives, and pledging Chicago to give them a hospitable reception.

The convention opened on July 5, 1847, and its deliberations occupied three full days. The attendance from other points was estimated at 20,000, which was equal to the entire population of the city at that time. Eighteen states had sent representatives, and among them were men of whom the world was destined to hear much in later days. Abraham Lincoln of Springfield, Ill., then an inconspicuous member of congress, the only Whig in the house from Illinois, made his first visit to Chicago to attend the convention, as the representative of Sangamon County. Even then his talents as a speaker and as a clear thinker were recognized, and he was called from the floor of the convention to the speaker's rostrum and made an address.

Horace Greeley, editor of the *New York Tribune*, "covered" the convention for his paper, as did Thurlow Weed, editor of the *Albany Evening Journal*. In this day of radio and telegraph it is interesting to note that it was twelve days before the Tribune received and published Mr. Greeley's account.

The impression which Chicago made on these distinguished and able men, and on all the 20,000 who had gathered, shines forth in Mr. Greeley's articles published at that time.

"The spectacle (the grand parade) was truly magnificent," he wrote. "The citizens of Chicago, of course, furnished the most important part of it —the music, the military, the ships on wheels, ornamented fire engines, etc. I never witnessed anything so superb as the appearance of some of the fire companies with their engines drawn by led horses, tastefully caparisoned. Our New York firemen must try again; they have certainly been outdone."

Mr. Weed, in his accounts to his paper, the *Albany Evening Journal,* dwelt on the tremendous enthusiasm and unanimity of the 20,000 people who had assembled for the convention, and on the high class of men it had brought together. He declared that it was "undoubtedly the largest deliberative body ever assembled."

There was in Chicago, at that time, no hall which could have accommodated more than a small fraction of such an assemblage. The city had erected on the public square a tent one hundred feet square, in which the sessions of the convention were held. There were seats for perhaps four thousand; the others had to stand around the walls and outside, and hear as much as they could of the proceedings.

And of course the hotel accommodations of 1847 were as inadequate as were the public halls. This deficiency was met by the citizens of Chicago throwing open their homes to the visitors, and by the steamboats in the harbor taking as many as they could hold. This made a powerful impression on the delegates and visitors, and Mr. Greeley did not fail to comment thereon in his published account.

"When we arrived there was scarcely a spare inch of room in any public house," said his story, "but the citizens had already thrown open their dwellings, welcoming strangers in thousands to their cordial and bounteous hospitality; and the steamboats, as they came in, proffered their spacious accommodations and generous fare to their passengers during their stay. . . . At all events the people of Chicago have earned a noble reputation for hospitality and public spirit."

After three days of earnest and enthusiastic consideration of the matter, strong resolutions were adopted declaring it the sense of the convention that it was the right and the duty of the federal government to improve navigable rivers and harbors for the benefit of all commerce, and that the Atlantic coast had been allotted an unfair portion of the money thus far expended on such improvement.

It is notable that the convention also adopted another resolution regarding interstate commerce —a resolution so far in advance of its time that little attention seems to have been paid it then, but which, a score of years later, bore fruit. This resolution, offered by William Mosely Hall, who had done so much to promote the convention, favored a railroad "from the States to the Pacific."

The immediate results of the River and Harbor Convention were not those which the delegates had hoped might follow. Improvement of the rivers and harbors came later, slowly and by painful degrees, without doubt caused, in large part, by the public sentiment aroused by the convention. The immediate and most important result was—as so often is the case in human affairs—secondary in the minds of those who had brought the convention to the little city. This result was the nation-wide publicity given the hospitality and the common sense of the people of Chicago, and the unmatched advantages which Chicago offered to trade and manufacturing. From New York to New Orleans the fame of Chicago had been spread by the visitors and by the newspapers, and it had sprung into national prominence by taking the lead in a matter of concern to all.

The Canal Is Completed

STIMULATED anew by the River and Harbor Convention of 1847, the Canal Board rushed through to completion the Illinois and Michigan Canal connecting the Great Lakes with the Mississippi River and Gulf of Mexico by navigable waters. The engineering problems of the summit level were solved on April 10, 1848, the first boat, the General Fry, towed by the propeller A. Rossiter, passed up the Illinois River, the canal, and into the South Branch of the Chicago River, and so into the city.

It was a day of great public rejoicing. The delegation from Lockport, which arrived on the boat, was officially greeted by Mayor James H. Woodworth. Then a date was set for a more thorough celebration, when the canal should be formally opened to the public. Boats started from Chicago and La Salle at the same moment, and met at Lockport on April 16. City officials and leading citizens of each city, as well as state officers and the canal board, took part. Mayor Woodworth made the address of welcome.

The canal speedily took its place as an artery of trade. The first cargo boat to pass through was the General Thornton, with sugar and other commodities from New Orleans. The cargo was transferred at Chicago to the lake steamer Louisiana, and arrived at Buffalo two weeks ahead of the first boat through the Erie Canal of New York.

Thus did the dream of Joliet come true. His little ditch of "half a league" in soft dirt had become a hundred miles of canal, much of it blasted through limestone at a cost of many millions of dollars—but there it was. And its importance to the city on the River of the Wild Onion was inestimable.

In the first ten years of its service the canal was the highway over which was transported—not the pirogues of the fur traders with their trinkets for sale to the Indians and the furs received in return, but freight vessels of the white man with these important cargoes:

Wheat, 5,500,000 bushels; lumber, 563,000,000 board feet; coal, 50,000 tons; corn, 26,000,000 bushels; pork, 27,000,000 pounds, and other commodities in proportion.

The canal board continued to hold yearly land sales to dispose of the acres granted by congress, and this brought desirable immigrants in increasing numbers. The tolls from the canal traffic enabled the board to take up the various bond issues, so that the entire debt was paid in 1853, only five years from the time the first boat was locked through the canal.

While the Illinois and Michigan Canal was not, officially, a Chicago enterprise, without the business judgment and determination of Chicago business men it never could have been constructed; and without the canal Chicago could not have prospered as it did. In doing what they did to force the canal through, these men were making the Chicago of today.

Early Railroads

ANOTHER event of tremendous importance in the history of Chicago—more important in its influence on the wealth and prosperity and prestige of the city, but perhaps less noticeable in its immediate results than the completion of the canal—was the completion of a short section of its first railroad. Actual construction of the road was begun shortly after the River and Harbor Convention of 1847, no doubt stimulated by that event, and much aided by the publicity the convention had given to Chicago's potential wealth and advantageous location as a traffic center.

Galena and Chicago Union

As already related, the Galena and Chicago Union Railroad had been chartered on January 16, 1836, but the financial panic of 1837 had put an end to preparations for building it. The projectors did nothing more than keep their charter in force and await a more favorable occasion to construct the road. In the year 1847, the effects of the money panic having been largely overcome, subscription books were opened and stock in the Galena and Chicago Union offered for sale to raise money for construction work.

As usual, some of those who would most benefit by the new road were most active in opposition to it. Meanwhile merchants feared it would divert some of their trade from Chicago to other points, and refused to take any stock. However, farmers and residents of other towns along the line bought liberally, and in September, 1847, a few weeks after the River and Harbor Convention, a corps of engineers began laying out the line and establishing the necessary surveys.

The company secured from the state a more liberal charter, and under its terms the Board of Directors was reorganized, with these members:

President, William B. Ogden; J. Young Scammon, Charles Walker, Walter N. Newberry, George Smith, Benjamin W. Raymond, John B. Turner, William H. Brown, and James Collins, all of Chicago; Allen Robbins of New York; and Thomas Drummond and Charles S. Hempstead of Galena.

The city council was so opposed to the railroad that it refused to grant a right of way into the city, though William B. Ogden, the road's president, was a member of the council. So the first grading peg had to be driven outside the city limits, at Halsted and Kinzie Streets. All the council would do was to grant a right to build a temporary track across the city for the transfer of rolling stock which the company was buying in the East.

The first section of the road, from Chicago to the Desplaines River, ten miles, was completed in 1848, and in that same year the company bought two locomotives in the East and had them shipped by boat to Chicago. The first of these locomotives, the historic "Pioneer," still preserved in running order by the successor of the Galena and Chicago Union road, arrived in Chicago on the steamer Buffalo on October 10, 1848. Six second-hand freight cars had already been acquired, and that was the total rolling stock, on that day, of what is now the splendid Chicago and North Western Railway.

Courtesy of C. & N. W. Railway Co.

First depot of the Galena & Chicago Union Railway, a wooden structure erected in 1848 at the southwest corner of Canal and Kinzie Streets. The cupola was used not only by train dispatcher but by the president of the road for watching the progress of trains across the prairie.

The officials of the road invited about one hundred guests—stockholders, newspaper men and prominent citizens—to take a trip over the road as a sort of official opening on November 20, 1848. A large crowd gathered at the foot of North Dearborn Street, where the train was to make its start over the temporary track. The run to the Desplaines River, ten miles away, was made without any untoward happening, and the return in the evening was as successful.

Quite incidentally, without previous planning, and apparently without anyone recognizing the revolutionary feature of the event, this official open-

ing of the new road was also the occasion of the first shipment of grain to Chicago by rail—an industry which has loomed so great in the industrial and financial history of the city and of the whole world. At Desplaines the excursionists noticed a farmer with a wagon load of wheat which he was laboriously teaming to Chicago over the rude dirt roads. Partly in a spirit of fun, his wheat was loaded into one of the cars, and in less than an hour was delivered safely at the Chicago terminus of the line.

The word spread quickly among the farmers of the Desplaines valley, and they began at once to team their wheat to Desplaines and call on the railroad to transport it to Chicago. Within a week there were thirty car loads of wheat at the Desplaines River awaiting shipment.

earnings had leaped to $104,359.62. This showing made it easy for the board to secure capital for improvements, and the line was extended to Elgin, 40 miles west of Chicago, early in 1850.

Meantime, the success of the railroad had enabled its officers to overcome the opposition of the city council and obtain a right of way into the city of Chicago.

The first railway station in Chicago was that of the Galena and Chicago Union, erected in the fall of 1848 at the southwest corner of Canal and Kinzie Streets, a little north of the present magnificent terminal station of the mighty system which has grown from that small road—the Chicago and North Western. That first depot was a frame building only one story in height. Though it was within

Courtesy of C. & N. W. Railway Co.

The Wells Street Depot, 1863-1871. This depot was burned in "The Big Fire of 1871." It was followed by a temporary wooden shed, before the building of the depot in 1880, occupied for many years and the forerunner of the new station at Canal and Madison Streets. The two lower stories of this depot were built in 1852-3, the top story being added in 1863.

The railroad company was quick to grasp the significance of this demand for its services. It placed its covered freight cars at the disposal of the new patrons, and grain shipments immediately became a source of revenue, and have so remained throughout the history of the road.

But the road also visited upon the heads of the city council due punishment for its refusal to permit the road to build into the city. It established the Desplaines River terminus as the point of grain delivery instead of Chicago, and informed the grain dealers that they must do their buying there.

Not in grain alone, but in all other commodities the road found profitable cargoes, and it was with much pride that the management reported that the road had earned, in its first full year—1849—the gross sum of $23,763.74. The next year its gross

the city limits, it was so far outside the business center—so far outside the real city, for that matter—that when, in 1849, a two-story addition was built, the president of the road used to sit at a second-story window and with a telescope watch for approaching trains. Thus, though there was neither telephone nor telegraph to warn of train movements, he could see his trains at Austin, six miles to the west, and announce them a quarter of an hour before they reached the station.

The progress of the Galena and Chicago Union was so rapid and so steady that in 1851 the road bought an entire block of land nearer the heart of the city to facilitate its freight shipments. This block was bounded by Kinzie, North Water, Dearborn and State Streets. The price paid is interesting in these days—$60,513.

The Galena and Chicago Union built its second passenger station in Chicago in 1852 at the southwest corner of Kinzie and Wells Streets, near the north end of the double-deck Wells Street bridge of later days. This station was a pretentious affair of brick, two stories high. It served the public until the great fire of 1871 when it was destroyed.

The old Galena and Chicago Union was a most progressive organization, and adopted improvements as rapidly as possible. In 1852 the old strap rails, consisting of an iron strip three inches wide and three-fourths of an inch thick, laid on wooden stringers, were discarded for the newer, heavier and safer T-rails.

Three years later, in 1855, a telegraph wire was strung beside the track between Chicago and Freeport, and train orders were transmitted over it.

The Chicago & Northwestern Railway Company

The Chicago and North Western Railway Company came into being in 1859 when the old Chicago, St. Paul and Fond du Lac company was reorganized. It also built extensions and leased other lines until it and the Galena and Chicago Union were two of the most powerful systems in the country.

The two systems, the Chicago and North Western and the Galena and Chicago Union, were consolidated on June 3, 1864, the first great merger of railroads in the history of the country. This union gave the new organization a system of 860 miles of tracks, and from that time on its history has been one of brilliant success. Before the great fire of 1871 the road had an equipment of 5,458

Courtesy of C. & N. W. Railway Co.

The Kinzie Street Depot. This depot stood just north of Kinzie Street, with its east side running along the west bank of the north branch of the Chicago River. Its use was discontinued after the Wells Street Depot of 1880-1 was occupied. It was then razed.

As the road prospered it began reaching out for extensions. It leased the Cedar Rapids and Missouri River Railroad, and the Chicago, Iowa and Nebraska Railroad in 1862, and operated through trains from Chicago over those lines. By 1865 it had bridged the Mississippi River from Fulton, Illinois, to Clinton, Iowa, and trains ran directly over instead of being ferried across. Other lines were leased and other extensions built until it had become a strong system.

Meantime, other portions of what later became the great North Western system were constructed under other auspices. The Chicago and Milwaukee Railroad, connecting the two cities from which it took its name, was built in the early fifties, and trains were running between Chicago and Waukegan on December 19, 1854.

freight cars, 155 passenger cars, and 255 locomotives, and was earning about $14,000,000 annually.

While the great system now known as the Chicago and North Western was most closely identified with the city in its pioneer days, it was quickly followed by others which have played their own tremendous parts in making Chicago the world's most important railway center. Almost without exception, these pioneer lines were chartered under quite another name than the ones they bear today, and each was the foundation of a growth by lease, by purchase, by absorption, which gradually built up the present systems. Also, most of them had their beginnings in other cities or even in other states, for not everybody in the early fifties realized the important part which Chicago was to play in transportation history.

The Illinois Central Railway Company

The Illinois Central, for example, belongs rather to the history of the state than of Chicago. It had its genesis in the wild dreams of the legislature in the late thirties, when the state was to build a great trunk line through Illinois from north to south; two transverse lines from east to west, called respectively the Northern Cross and the Southern Cross; various branch lines; and a gift of $200,000 to be distributed among the counties which could not get a railroad. As a sop to local pride and a bonus to local business men, construction was begun in a score of places all over the state simultaneously. As a result, when the usual impractical methods of state management led to a collapse of the scheme, and work was stopped for lack of funds, there were a score of pieces of railroad—and no system at all.

After spending much money with little or nothing to show for it, the state gave up the building of railroads in 1843. A charter was issued to Darius B. Holbrook and others to carry on the work, but after two years they failed and the charter was revoked. The Illinois Central Railroad Company was chartered by the legislature on February 10, 1851. Its first Chicago train was run over the track between its station at Twelfth Street (now Roosevelt Road) and Calumet Station (now Kensington) on May 20, 1852. Construction on this piece of track had been hastened to accommodate the Michigan Central road, which had advanced money, and which had an agreement to use the Illinois Central tracks into the city.

Stereoscopic view by J. Carbutt

The Central Depot at the foot of Lake Street in the middle sixties (W. W. Boyington, architect) withstood the Great Fire and the south wall remained intact until the new station was built at South Water Street in 1925. The wood burning engine was still used for the motive power when this photograph was taken, about 1866. A wood-sawyer and wood-pile are pictured at the left.

The Wabash

Another railroad which now touches Chicago, but which was not among the pioneers in this city, is the Wabash, also an outgrowth of the wild railroad program of the state in 1836 and 1837. It had the distinction of using the first locomotive in Illinois, on November 8, 1838, over the only piece of railroad built and operated by the state. That section of the Wabash between Jacksonville and Mendota,

twenty-four miles, a section of what was to have been the "Northern Cross" road was finished and for a short time was operated by the state. But with the general wreck of the program it was taken over by private interests.

The Michigan Central

The Michigan Central completed its line to Chicago early in 1852, and by transferring its train to the newly laid Illinois Central tracks at Kensington, ran its first train into the station at Twelfth Street (Roosevelt Road) and the lake front on May 21, 1852.

One by one other railroad systems, formed by the consolidation of detached fragments, many of which "began nowhere and ended up in the air," reached their long arms out from west, from east, from south and from north, and established themselves in the young city.

They have contributed much to the city's prosperity; also they have benefited greatly by their connection with the city. It is curious to note that although Chicago is the cross roads—the very center of the nation's railway traffic, of all the hundreds of trains arriving every day, not one passes through. Chicago is the terminus of every railroad which touches it. Here the journey ends. Here every traveler pauses, for a short time or for a long visit, and when he departs from the city it is the beginning of a new journey.

The great fire of 1871, which took heavy toll of every road which then entered the city, found a highly prosperous system of transportation.

Board of Trade

FOLLOWING closely upon the River and Harbor Convention of 1847, and perhaps in some measure stimulated by that event, came the organization of the now world-famous Chicago Board of Trade, the world's leading grain market.

The call to the merchants of Chicago to hold a meeting and consider the organization of a board was issued early in March, 1848, and the date of the meeting set at March 13. The call was signed by thirteen firms and individuals as follows:

Norton, Walker & Co., Raymond, Gibbs & Co., Wadsworth, Dyer & Chapin, De Wolf & Co., Neef & Church, H. F. Magie & Co., Gurnee, Hayden & Co., I. H. Burch & Co., Thomas Hale, Thomas Richmond, Charles Walker, John H. Kinzie and George Steel. The latter is still living in Dixon, Illinois.

The call was drawn up and circulated by Thomas Richmond and W. L. Whiting, who therefore may be called the fathers of the board.

The preliminary meeting was held on March 13, 1848, at the office of W. L. Whiting, a constitution was adopted and a committee named to draw up by-laws, and report at an adjourned meeting.

This adjourned meeting, at which the organization was perfected, was held on the first Monday in April, 1848, at rooms which had been leased over the Gage & Haines flour store on South Water Street. In view of the present palatial building now under construction by the Chicago Board of Trade, it is interesting to recall that its first meeting room cost it $110 a year rental.

Thomas Dyer was elected president when the honor had been offered George Smith and declined. Charles Walker and John P. Chapin were named vice presidents. The board of directors was made up of Gurdon S. Hubbard, E. S. Wadsworth, L. P. Hillard, I. V. Germain, E. W. Hadduck, Thomas Hale, O. Lunt, W. B. Ogden, George Steel, Thomas Richmond, John Rogers, H. G. Loomis, George F. Foster, K. C. Bristol, J. H. Dunham, Thomas Dyer, G. A. Gibbs, John H. Kinzie, C. Beers, W. S. Gurnee, J. H. Reed, E. K. Rogers, I. H. Burch, A. H. Burley and John Y. Read.

There was at that time no law under which such an organization could be chartered, so that its rulings were without authority, and rather in the nature of advice than commands. In spite of this handicap the board wielded considerable power, and took a hand in the settlement of most questions concerning public welfare.

From the very beginning the Board of Trade set about establishing standards of quality in goods. At its first meeting inspectors were appointed to see that merchandise was as represented. Inspectors of fish and provisions were Gurdon S. Hubbard, Sylvester Marsh and John Rogers. Inspectors of flour were James L. Hare and John Rogers. Later in the year a committee on state banking was appointed.

Daily telegraphic market reports for the Board of Trade were first considered at the annual meeting in 1849.

The state legislature, in 1849, provided by law for the incorporation of boards of trade, and under that law the Board of Trade of the City of Chicago was formally organized, dating its official existence from April 13, 1850. For several years the membership and the influence of the Board of Trade languished, but it "found itself," and since then has carried on the work for which it was organized. Today it ranks as one of the most powerful factors in the world, directing the trade and commerce of the vast Middle West section of the United States, and its influence is strong throughout the world.

Chicago a Port of Entry

ONE of the highly important but little appreciated events of the year 1846 was the action of Congress which made Chicago a port of entry for foreign goods, and the establishment of a new U. S. collection district of which the little city was the port.

Instead of welcoming this action, which recognized the growing importance of the city in world commerce, those most nearly concerned looked upon it with jealousy and disfavor. They feared that under such conditions the British ships plying the Great Lakes would take from the citizens of this country the commercial advantages, and perhaps monopolize the carrying trade. So strong was their belief in this, and so determined were they against it, that a petition to the U. S. Senate was circulated—the national house had already passed the bill—asking that it be defeated. Fifteen of the lead-

The river at Wells Street in 1858.

Stereoscopic view by Copelin & Melander

Rush Street Bridge, seen from State Street, 1857, after a Jevne and Almini print. Several changes marked this stage in Chicago's advance. The river was widened and somewhat straightened at this point. The block house at the foot of River Street and the old lighthouse on the opposite side of this street were removed in that year. On the left is the grain elevator of the Galena & Chicago Union Railway, the passenger station being visible east of the bridge. On the right the rear of several iron and steel firms facing South Water Street are seen. Bennet Peters, it will be noticed, had the enterprise to monopolize the pier at State Street Bridge to advertise his "Red Jacket Bitters."

ing shippers of Chicago, and merchants interested in the carrying trade, signed the petition.

The objection was overruled, and the bill making Chicago a port of entry became a law on July 13, 1846. Without doubt this action of the national government, taken in the face of opposition in the city most concerned, had a greatly stimulating effect on the historic River and Harbor Convention held the next year. Until that time Chicago had been merely a port of delivery for the Detroit district; now it had become, willy nilly, the head of a district of its own. William B. Snowhook, who had already been made special surveyor of the port of Chicago, was in August, 1846, appointed U. S. collector of customs.

Coming of the Reaping Machine

IN the stirring history of the mighty industrial enterprises which saw their beginning in Chicago in the city's early days, one of the most important events of all was the coming of Cyrus H. McCormick, and the establishment here of shops for the manufacture of his newly-invented reaping machine.

Mr. McCormick was the son of a Virginia planter who had spent much of his spare time trying to make a workable reaper. Young Cyrus inherited the plans and the enthusiasm of his father, and took up the burden of experiment. He finally devised a machine which in all its essentials was the McCormick Harvester of today. He tried it on his Virginia fields, and proved that it would work. It was far from perfect, but it did cut grain and deliver it in neat piles ready for the harvest hands to bind into sheaves with wisps of straw. And it cut as much grain in a day as an army of men swinging the old-style cradle.

The panic of 1837 swept away the McCormick possessions, and the young inventor was driven to travel among the Virginia planters soliciting them to buy his reaper, and bargaining with men of means to manufacture them for him. A number of imperfections developed in the early machines, and skeptical farmers who had no knowledge and little belief in their possibilities turned them back on his hands without payment.

But Cyrus H. McCormick persevered, and little by little he improved his reaper and its use spread. Here and there, all over the country, were farmers who harvested their crops of wheat, oats, rye and barley in a few days instead of weeks, and with little waste.

Of course those who did not comprehend the importance of the discovery laughed at it and its inventor. Ridicule is cheap, and is always the favorite weapon of ignorance. Even in London, when the worth of the reaper was beginning to be recognized at home, the press held it up to public scorn when it was placed on view at the World's Fair in 1851. The *London Times*, most ponderous and most powerful of British journals, called it "a cross between an Astley chariot, a wheelbarrow and a flying machine."

However, when the "monstrosity" was taken into the English wheat fields and demonstrated what it could do, the *Times* was manly enough to praise where it had ridiculed, and to declare that the American reaper alone was worth the cost of the entire exhibition.

There is no more thrilling and romantic story in all the archives of the world's industries than that of Cyrus H. McCormick and his reaping machine. At first a crude experiment, the butt of ridicule and the victim of prejudice and ignorance, the McCormick reaper is known and prized today wherever grain is grown. The prairies of Illinois, which at an early day drew the young inventor to this city; the vast plains of the West; the fertile valleys of California; the immense levels of Canada; the far-reaching steppes of Russia, the boundless pampas of Argentine, the veldts of Africa and the fields of New Zealand and Australia—every land where grain is grown—today give thanks for the genius and perseverance of Cyrus H. McCormick.

It was in 1847 that Mr. McCormick, having proved that his reaper was a success, came to Chicago. The prairies of Illinois needed the machine, and the young city of Chicago, growing as by magic and drawing to itself like a magnet young men of brain and energy, appealed to him. So he came to the lusty young city, and at first formed a partnership with Charles M. Gray, and started to make reaping machines here. Their first plant was on North Water Street, not far from the river's mouth, between Pine and Sand Streets. The firm name was changed to McCormick, Ogden & Co. in 1848, and in 1850 it became C. H. McCormick & Co., with O. M. Dorman a member.

During 1848 Mr. McCormick's brother Leander was taken into the business and in the following year William S. became associated, both becoming partners in the firm in 1859.

The original Chicago plant was soon outgrown by the firm, and when the buildings were destroyed by the fire of 1871, the entire establishment was removed to its present site at Blue Island and Western Avenues, where, on a tract of 24 acres of land, has grown up one of the wonders of the industrial world.

Important as the coming of the McCormick plant was to industrial Chicago, it was less important than the coming of Cyrus H. McCormick himself. Typical of the men who were drawn to the bustling city of those days, strong, determined, self-reliant, certain of his own position and certain of making the world admit it, he was for more than a generation a powerful leader of men. Deeply religious, with the strong convictions of his faith, he was a pillar of the church and a monument of solid worth, integrity and upright citizenship.

Flood of 1849

THE greatest flood disaster in Chicago's history swept down upon the city on March 12, 1849. It was not a tidal upheaval of the lake, nor a sudden overflow of the Chicago River by reason of a heavy rain. In fact, while the damage was done by the Chicago River, the flood was not primarily a flood of that stream, but of the impetuous Desplaines River.

The flood of 1849, caused by the overflow of the Desplaines River, carried all the shipping down to the mouth of the river. The Lighthouse and Block House are shown at the right.

There had been a long spell of cold weather in early March, and the rivers were full of thick ice. The ground was solidly frozen, so that any water which fell must flow off as from a roof, and none could be absorbed into the soil. Under these conditions there was a heavy fall of wet, sticky snow, then warmer weather and a rain which lasted for three days.

All the water from the rain and from the snow which it melted, poured into the Desplaines River and sent it brimming over its banks. Then the tremendous current and the uplift of the water broke up the submerged ice, which became jammed in the channel just below Mud Lake, the ancient portage of Marquette and Joliet, forming what amounted to a solid dam. And this torrent, denied egress by its natural channel into Illinois River, was turned aside into the South Fork of the Chicago River, itself covered with thick and heavy ice.

Here the experience of the Desplaines River was repeated—the water filled the channel to the top, the ice below began to break up with a noise as of cannon fire, and a terrific avalanche of ice, backed by a high wall of water, started down the South Branch toward Chicago and the lake.

There were in the harbor on that day almost one hundred lake and river craft, including four steamers, six propellers, twenty-four brigs and two sloops. All but a few were destroyed, and none escaped serious damage. As the ice gorge swept along, with the water piled high behind it, boats were crushed like toys and their wreckage added to the irresistible battering ram which formed the head of the flood.

Every bridge over the South Branch and over the main stream was swept away and ground into

kindling wood as the ice gorge and the muddy waters swept to the river's mouth and out into the lake. The monetary loss was estimated at $80,000, and a number of lives were lost.

Chicago rose at once to the occasion, as she has ever done. Ferries were immediately established at the foot of Randolph Street, at State Street and other crossings; at another place a wrecked canal boat was dragged into position to serve as a footbridge; at Clark Street a crippled lake schooner was placed athwart the stream and pedestrians crossed on it. And meantime work was begun on new bridges.

In the end the flood proved a benefit in at least one respect—within eight weeks new bridges had replaced the old. Also the disaster had impressed on the minds of the people another reason for the completion of the canal and the control of the Desplaines River.

Stereoscopic view by J. Carbutt

State Street bridge, north from Lake Street in the fifties.

Theatrical Renaissance

THE year of the great River and Harbor Convention was remarkable also for a renaissance of the theatrical art. Inspired to confidence by the awakening of the young city to its duties and privileges, John B. Rice chose that year of grace, 1847, to establish himself as a citizen of Chicago, and to open a theater here on a scale never before thought possible.

It has been said that Isherwood, McKinzie and Jefferson were forced to abandon Chicago because there was such a prejudice against the theater that it could not be made to pay. For years after this there was nothing more notable in the line of amusements than an occasional circus or museum of wax figures.

But John B. Rice came to Chicago in the spring of 1847, was so impressed that he gave up his intention of retiring from theatrical management, and arranged at once to build a theater here. He bought a lot on Randolph Street, near the southeast corner of Dearborn, and there erected a frame building forty by eighty feet. The city council, alive to the situation, imposed a license fee of $25 a month, which was a heavy drain in that day.

The theater was completed, and its historic opening performance was given on the evening of June 28, 1847. The bill was "The Four Sisters," and Mr. Rice had for his leading lady Mrs. John Drew (then Mrs. Hunt), and for his leading man the famous comedian Dan Marble. In the cast were Edwin

Harris, Mrs. John B. Rice, Miss Homer the danseuse, and others whose names would be unfamiliar to the present generation.

The opening was highly successful, and Chicago was won permanently to the theater. Other bills just as meritorious followed, and the evil spell which had seemed to hang over this form of diversion was dispelled.

Among the notables of the stage who were brought to Chicago in the next few years by Mr. Rice were T. D. Rice, noted for his negro impersonations; James E. Murdoch the Shakespearian tragedian; Miss Julia Dean, James H. McVicker, Edwin Forrest the great tragedian, Junius Brutus Booth, and others who in their day were the foremost on the boards, and whose fame endures.

McVicker's Theater was built in 1857 on Madison Street, just west of State. It was considered the handsomest theater in the West, the cost of building being eighty-five thousand dollars. The drop curtain depicted the great railroad bridge connecting Rock Island, Illinois, and Davenport, Iowa. It was destroyed in the fire of 1871. The second McVickers was built on the same site.

But Rice's Theater was doomed to destruction with tragic suddenness. After a summer holiday, during which it had been redecorated and plans

Rice's new Theater, the small brick structure, stood on Dearborn Street between Randolph and Washington, and was erected in 1851. J. M. Van Osdel was the architect.

made for a still further improvement in the offerings, it opened on the evening of July 30, 1850, with Chicago's first operatic performance, "La Somnambula." Before the second act was over a fire broke out in Kelley's stables in the rear of the theater, and almost before the audience could reach the street the theater was in flames. It was entirely consumed, but without loss of life.

Mr. Rice at once set about replacing the building, and was able to open the New Rice Theater on the evening of February 3, 1851. This building was of brick, with galvanized iron cornices, and stood 80 by 100 feet in dimensions.

In this building was given a version of "Uncle Tom's Cabin," then stirring up the hatreds which were to bring on the Civil War in less than a decade. The play was first given on December 13, 1852. Accounts of the presentation say that while Simon Legree, and Uncle Tom, and Eliza and the usual serious characters were represented, the comic features which were so overdone in later days were entirely wanting. There was neither a Topsy nor a Lawyer Marks, nor even a bloodhound. Which today—supposing anyone willing to see that play—would seem somewhat like "Hamlet" without the Danish prince.

The successor to Rice's Theater in the hearts of Chicagoans was McVicker's Theater, erected in 1857. It was a magnificent structure for that day, and cost the then princely sum of $85,000. It was opened by a stock company on November 5, 1857, and Mr. McVicker himself frequently played a part.

Many are the famous names to be found on the playbills of the old McVicker's. One is that of Edwin Booth, who appeared on May 31, 1858, and on succeeding evenings in such roles as "Richard III," "Brutus," and "Richelieu."

Less than three months from that date Booth's future wife, Miss Mary McVicker, then a child of ten years, appeared on the stage of her father's theater in the "Sea of Ice."

Adah Isaacs Menken played at McVicker's in

First McVicker's Theater from a Jevne & Almini print.

Stereoscopic view by Copeland & Melander

The Crosby Opera House on the north side of Washington Street between Dearborn and State Streets. Designed for Mr. Uranus H. Crosby by the distinguished architect, W. W. Boyington, this building was planned on a scale of magnificence and beauty hitherto not attempted in this country. Its plan included lecture halls, concert halls and extensive galleries devoted to the fine arts. Its seating capacity was over three thousand. The cost when completed in 1865 was $600,000. The building was to have been dedicated with a season of grand opera under the direction of J. Grau on April 17, but because of the assassination of President Lincoln on April 14 the opening was postponed to the twentieth. Below the opera house were the establishments of the Bauer Piano Company, Root & Cady Music Publishers, Kinsley's Restaurant and the W. W. Kimball Piano Company. Next door east was the St. James Hotel, and on the east side of State Street Field, Leiter & Company's Store, with the Second Presbyterian Church in the distance.

1860, E. A. Sothern in 1861, and J. Wilkes Booth of tragic memory played "Richard III" on January 20, 1862. Other names known around the world are Lotta Crabtree, Lawrence Barrett, Joseph Jefferson as Rip Van Winkle, Mrs. Scott Siddons, Frank Mayo, Joseph K. Emmet and Fannie Janauschek.

Opera in Chicago

Eight years after the opening of McVicker's Theater came Crosby's Opera House to astonish Chicago and the whole country with the richness of its appointments and the ambition of its owner—

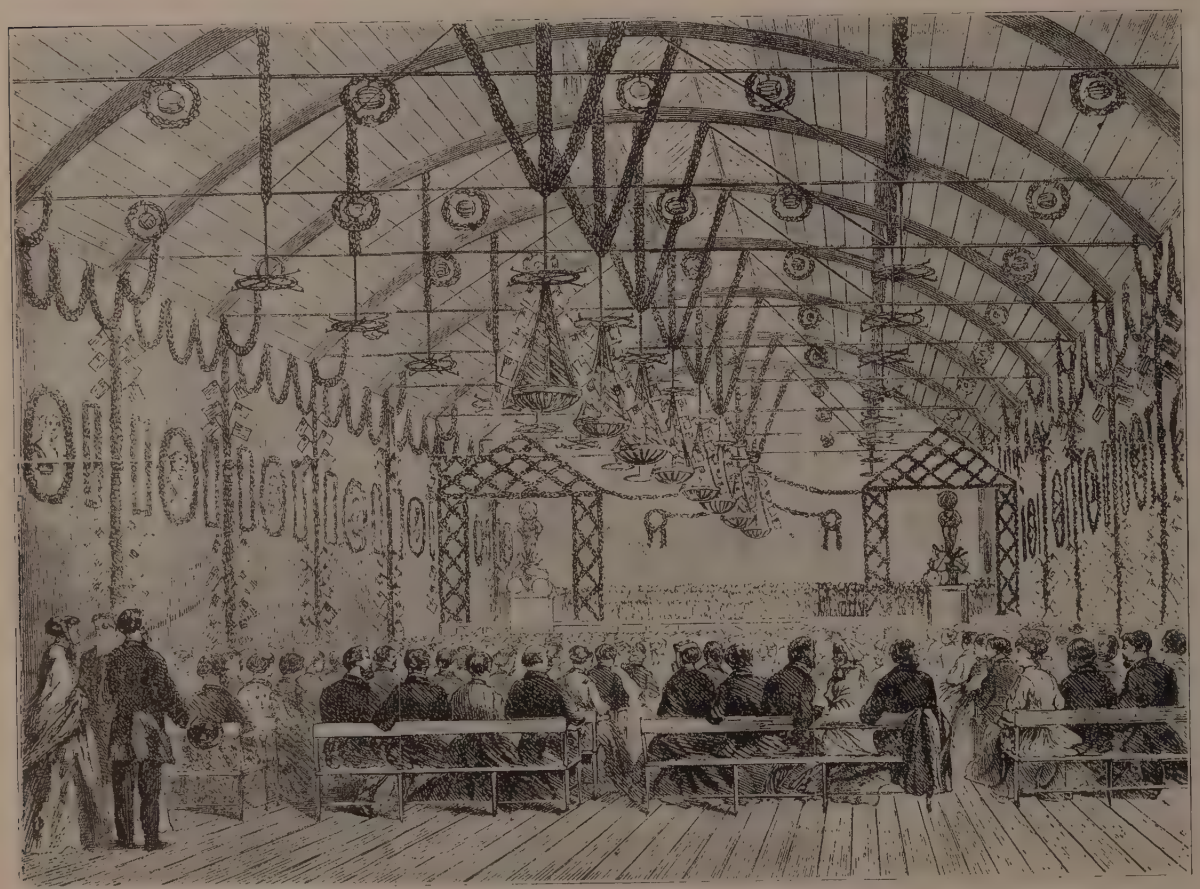
and his cruel disillusionment. On the north side of Washington between Dearborn and State Streets, near the middle of the block, Uranus H. Crosby builded in the spring of 1865 a magnificent, four-story temple of song with a mansard roof, which cost him $600,000.

April 17, 1865, was set as the opening date, and a company of famous artists from the New York Academy of Music was brought on to present the first offering under the direction of J. Grau. But the tragic death of President Lincoln forced a postponement, and the gloom which settled over Chicago was the death warrant of any opera given by any company.

The opening was delayed for three days, and on the evening of April 20 the house was opened with "Il Trovatore." The season lasted for four weeks in which time the really splendid company sang such works as "Martha," "Fra Diavolo," "Lucia de Lammermoor," and "Faust."

Artistic as were the presentations, and appreciative as Chicago was, the fact remained that art on such a magnificent scale could not be made to pay in the young city. By another year Mr. Crosby's affairs were in such a condition that his friends arranged a grand lottery to take off his hands not only the opera house, but the gallery of valuable paintings he had installed. After long delay this drawing was held, and the opera house became the property of A. H. Lee of Prairie du Rocher, Ill. He promptly offered to sell it back to Mr. Crosby for $200,000, the offer was accepted, and Mr. Crosby continued to present high class attractions.

Splendid and tragic to the last, Crosby's Opera House, years ahead of its time, went down to oblivion leaving only a brilliant memory. Ill luck pursued it to the last moment. Improvements and alterations costing $80,000 were made in the summer of 1871, and preparations were made for



From a print loaned by the Chicago Abendpost

The Skating Rink at the northeast corner of Wabash Avenue and Jackson Street, during the sixties. Concerts and lectures were given in this hall. The site was afterwards occupied by the Wellington Hotel.

Then came a young man of whom Chicago and the world were destined to hear more in future years, George M. Pullman, late of New York. He had solved similar problems along the Erie Canal, and offered his services as an engineer to the puzzled Chicago merchants. He said he could lift up their business buildings, build a solid foundation under them, and lower them into place undamaged.

Of course there were skeptics who said it could not be done, and Pullman was the butt of many a joke. But one venturesome owner gave him a contract, and crowds gathered day by day to watch the experiment. Large jackscrews were put in position under the building, and on signal a workman gave each screw a half-turn, hoisting the building a fraction of an inch. Under the direction of Pullman the work went on, the building rising perceptibly into the air, and shored up by suitable timbers. By and by it was high enough for a foundation to be laid, and in due time it was set down on its new base, high and dry and safe, several feet above the new street grade.

Then everybody fell to work to raise the buildings. Pullman was given the task of raising the Tremont House, and with an army of five thousand men twisting on jackscrews, he lifted it up and put in a foundation. All the time the hotel was crowded with guests, who paid little or no attention to the engineering feat, and were not harmed or discommoded in the least. The same was done with whole blocks of business buildings, the merchants and professional men carrying on their business without interruption.

Stereoscopic view by J. Carbutt

Washington Street tunnel looking west from Franklin. Philetus W. Gates' Iron Foundry is seen at the right. The entrance for pedestrians is visible above.

The spectacle attracted the attention of the whole world, and photographs were circulated and newspaper stories printed, showing a city lifting itself bodily out of a swamp and placing itself on high and dry ground. Chicago became known as the city which "lifted itself by its own bootstraps,"

and was looked upon everywhere as a model of ingenuity and energy.

When the city had climbed out of its slough of despond, which it did by 1858, the question of sidewalks and pavements arose anew. There had already been much experimenting, and it was definitely decided to abandon the old method of planking the roads, and lay some other material. First macadam, then wooden blocks and paving stones were tried. What was called the Nicholson pavement of rectangular wooden blocks was invented at that time, and even to the present time it is used on some streets. But the preference was given to heavy stone, which was in vogue until the advent of the automobile and the demand for smooth cement pavement. To this day some streets which had to sustain heavy teaming still retain cobblestones with which they were paved in the age of horses.

Higher and dryer streets, with paving to keep vehicles from disappearing in the mud, led naturally to an increase in traffic and an intensifying of traffic problems. The principal problem then was not merely one of congestion of vehicles, but of a clash between land and water borne traffic. Lake vessels in increasing number were using the river, and every time a bridge was opened to accommodate a boat, land traffic was tied up for several minutes. Ill feeling was engendered on both sides.

The result was an increasing demand for tunnels under the river to render vehicles independent of the drawbridges. After many delays and false starts, the city in July, 1867, awarded a contract to J. K. Lake to construct the Washington Street tunnel—the same which is today in service. It was completed January 1, 1869. This tunnel is 1605 feet long, and cost the city $517,000.

The city's second tunnel, that in La Salle Street, was designed by William Bryson, who had been resident engineer for the first one. It was begun November 3, 1869, and opened to the public July 4, 1871. It is 1890 feet long, and cost $566,000.

These tunnels served to release land traffic in some degree, and lessen the tension between the city and the marine interests; but the problem of drawbridges and traffic regulation persists to this day, differing in degree only from its importance in the sixties.

Water Supply

For a century it has been the fate of Chicago to have outgrown each improvement before it has been installed long enough to be in good working order. This has been illustrated time and again in its water works. The rapid growth of the city soon forced the council to take measures for a larger and better supply of water, and in 1851 an entirely new plant was built. City bonds were issued to the face value of $400,000, and on sale they realized $361,280. With this the council erected a new pumping plant at the foot of Chicago Avenue, and built a crib 600 feet out in the lake where it was hoped the water would be constantly pure. Towers and reservoirs were provided, and on February 12, 1854, water from the new plant was turned into the mains, to the great joy of the citizens. By May of 1857, when the street grading campaign was at its height, the city was supplying water to 7,053 buildings. The next year Chicago was using a daily average of 3,000,000 gallons.

Almost at once it was realized that even this was not enough—the town began to run short of water in emergencies. Many plans were considered, but no action was taken for five years. Then, in 1863, it was found that Chicago was using 6,400,000 gallons of water daily, and calling for more.

Then Chicago acted. E. S. Chesbrough, city engineer, drew plans for a tunnel under the bed of the lake for a distance of two miles, through which pure water could be pumped. A contract was let, the work pushed to completion, and on December 6, 1866, Mayor J. B. Rice placed the last stone, and Chicago's first water tunnel was completed. It was put into service on March 25, 1867. It had cost the city $464,866.05.

On the same day water was turned into the tunnel, the city laid the cornerstone of a new pumping plant and tower, half a block west of the old one at the foot of Chicago Avenue. The entire water system was completed in 1869, and had cost the city a total of $3,146,383.14.

First Gas Plant

The year 1850 witnessed another notable advance in the comforts of life in Chicago. In that year the city was first illuminated by gas. The legislature had chartered the Chicago Gas Light and Coke Company in 1849, and within the next year it constructed a building and laid its pipes. On September 4, 1850, gas was first turned into the mains, and the street lamps and the large hotels and business buildings glowed in a soft yellow light they had never before known. Within five years the company had laid 78 miles of pipe, and was supplying gas to almost 2,000 customers.

One of the immediate results of the raising of the city grade was a vast improvement in the character of the buildings erected from that time forth. As already related, reconstruction was begun on many buildings as soon as work was started on the streets, and it gained momentum with time. In 1856, the year of the change in grade, the city erected a city hospital, an armory,

diately on arrival, and in a few days an epidemic was in full swing. Of the population of 23,000 in the little city that year, 678 died of cholera, among them some of the leading citizens.

For three succeeding years the city was swept by the scourge, the mortality from cholera alone being: in 1850, 420; in 1851, 216; and in 1852, 630.

The next important outbreak of cholera was after the civil war, in 1866, when 990 died. The epidemic that year had its origin on West Chicago Avenue not far from the river. The city council had, in 1860, abolished the Board of Health of Chicago, and there was no competent organization to handle the situation. At first the city officials deceived the people by calling the deadly disease "cholera morbus," but all pretense ceased after a "cholera morbus" patient had been taken to the County Hospital and started an epidemic among the patients there.

In this emergency the people cast aside all regard for the need of self-rule on the part of the city, and appealed to the state to use its authority. This was a long backward step in the city's endless struggle for self-rule, independent of the state, but at the moment they thought it imperative. The city council bitterly opposed the reestablishment of a Board of Health, but a committee of citizens, backed by the newspapers, the Board of Trade and other organizations, secured the measure. Mayor J. B. Rice was made ex-officio head of the Board, and with competent men under him he made a survey of the city and the epidemic was stamped out.

Reappearing in 1867 in a few places, action by the board was so prompt and effective that there were only ten deaths, and the disease has never since been an important factor in Chicago life.

Hospitals

CHICAGO'S most famous medical institution, the Cook County Hospital, now the largest in the world, had its official inauguration in 1866, the year of the great cholera outbreak. The idea back of its organization was conceived in the earlier cholera epidemic of 1849, when the county commissioners had charge of the indigent poor, and there were so many that they could not be properly cared for. A hospital was built at Eighteenth and Arnold Streets at a cost of $80,000, in 1854, but it was little used when the cholera disappeared. Then came the war, and the U. S. government took it over for the care of soldiers. In time the military patients were all removed to city hospitals.

Then came the cholera visitation of 1866, and the county commissioners took hold of the situation in earnest. A splendid medical staff was formed, and the institution was organized under the name it now bears, the Cook County Hospital, and it entered actively on that career of scientific research, care of the poor who could not afford medical treatment, and the conquering of disease, which has made it famous all over the world.

On that staff of 1866 were names which today shine as brilliantly as they then did—Drs. Thomas Bevan, Henry M. Lyman, Joseph S. Hilfreth, George K. Ammerman, Charles Gilman Smith, F. T. Hamill, Hosmer A. Johnson, H. W. Jones, Joseph Ross, William Wagner, Joseph W. Freer and R. G. Bogue. These talented men served the county poor without pay, stipulating only that students from the various medical schools might attend clinics in the wards to aid in their own training. This made the hospital in that day, as it is in this, one of the foremost schools for training physicians and surgeons, as well as a place where poor patients were given treatment by the best medical men of the country without charge.

In fact, the Cook County Hospital took over the Rush Medical College as its ward when the hospital was spared and the college swept away by the Great Fire of 1871. The Rush Medical faculty taught its classes in the County Hospital amphitheater until arrangements could be made for permanent quarters.

The civil war, the cholera epidemic of 1866, the increased polution of the Chicago River by slaughter houses and factories, and the resulting pollution of Lake Michigan from which the city drew its domestic water supply, all forced the city to give grave thought to the care of the sick and the control of disease. The result was not only the resurrection of the Board of Health of the city, measures for checking river pollution, and the organization of the Cook County Hospital, but the formation of a number of other hospitals, some of which endure brilliantly today.

One of the best known of these is Mercy Hospital. Officially, this great institution dates from 1852; actually, the earliest steps toward its organization were taken in 1848 when a charter for the "Illinois General Hospital of the Lakes" was taken out by several members of the faculty of Rush Medical College. Among these pioneer hospital founders was Dr. John Evans, for whom the village of Evanston, Ill., was named, and who later was the first territorial governor of Colorado.

Two years later a small sum of money was raised, and part of the famous Lake House, at the northeast corner of Rush and North Water Streets, was rent-

ed, rooms fitted up with beds, and a hospital opened there. It was a very small hospital—only twelve beds—and yet it was the nucleus of the famous institution of this day. Skilled diagnosticians, physicians and surgeons were there, but the talent for financing was not, so in 1851 the institution was turned over to the Sisters of Mercy. They readily agreed that the staff should continue to give service without charge, and in return permitted them to conduct clinics in the wards for the instruction of medical students.

The good Sisters at once arranged for more funds, put in more beds, and changed the name of the hospital to that it now bears—Mercy Hospital. About 1856 it had outgrown its quarters, and was removed to Wabash Avenue near Van Buren Street, where it remained until about the close of the Civil War.

Mercy Hospital was at that time the only public hospital in the city. Partly on that account, but more because of the famous specialists on its staff and the reputation of the Sisters for nursing, it was always full of patients and more and yet more commodious quarters were needed. So in 1866 the plant was again removed to Twenty-sixth Street and Prairie Avenue, its present site.

Again the fame of the hospital brought to it more patients than could be accommodated, and in 1869 the Sisters found it necessary to build an entirely new structure, with space for 300 beds. Later it was necessary to increase this capacity to 500 beds, and from time to time since that day other enlargements have been made. Some of the most famous physicians and surgeons in the city's history have done much of their work at Mercy Hospital.

From a print by Whitefield

Rush Street Bridge from the junction of River Street and Michigan Avenue—1860. The bridge built in 1857 replaced Rush Street Ferry, which until that time had been the only means of crossing the river at this point. On the left is the Lake House erected in 1836 to boom Chicago. On the river bank in succession are to be seen Coe & Carpenter's Wood and Coal Yards, Silvester Marsh's Caloric Grain Drier, the C. H. McCormick Reaper Factory, and Hunter Brothers Sugar Refinery. On the right the site of Fort Dearborn has little to suggest its martial days. On the east side of Michigan Avenue is the Marine Hospital, and beyond that the depots and elevators of the Illinois Central Railroad.

Chicago and the Slavery Question

It was decreed by Destiny that Chicago should play an important part in the Civil War which swept like a scourge over the land from 1861 to 1865. Well it was for the nation that the young city was so situated that she could use to the best advantage her powerful influence, or the struggle between the states might conceivably have had a different result. The war itself furnishes subject

matter for countless volumes of histery, but it is sufficient here to trace in mere outline the part which Chicago alone played.

To understand that part clearly it is necessary to hark back to the days when Illinois was part of the Territory of Indiana, when General William Henry Harrison was governor, and when instead of Chicago there was only the Fort Dearborn Settlement sprawling about the mouth of the River of the Wild Onion. The Ordinance of 1787 provided for the formation of a state between Indiana and the Mississippi River. Foreseeing the day when that area might be made into two states, the ordinance provided that in such case the dividing line should be the westward extension of the northern boundary line of Indiana. If that provision had remained unchanged not only Chicago, but fourteen of the northern counties of the Illinois of today would have been included in Wisconsin.

It is easy to comprehend the possible results. The lower part of the state, bordering on Missouri and Kentucky, settled principally by pioneers from Virginia and other Southern states, brought up in the traditions of slavery, if constituting a state of their own, might possibly have joined the Confederacy. With Chicago and the entire northern tier of counties outside the state, Illinois could not possibly have made Abraham Lincoln the presidential candidate, and even if nominated he might have failed of election. One may speculate endlessly on what might have resulted from such a situation.

But such a tragedy was not permitted. When, in 1818, the bill to admit the Territory of Illinois as a state was up before congress, Nathanial Pope, an Illinois congressional delegate, urged a change in the northern boundary. He pointed out that if the line were made merely an extension of the Indiana line, Illinois would be cut off entirely from Lake Michigan, and—water affording the only means of transportation in that day—would be isolated from Indiana, Michigan, Ohio, New York, and all the East. Also, he argued, it would complicate the affairs of the canal to connect the Great Lakes with the Mississippi River which was even then talked of, if one terminus should be in Illinois and the other in Wisconsin.

Partisan politics seems to have had little or nothing to do with the action taken. Nobody cared much what was done with the territory involved, for land was cheap and there were few inhabitants except savage Indians. Pope's reasoning seemed sound, and as Wisconsin was only a territory and could make no great resistance, congress made the change, the fourteen counties were included in Illinois, and it was admitted as a state.

When a great storm was foreshadowed by the gathering of the war clouds in 1860, Chicago had been founded and had grown strong and lusty. Utterly unknown to the world until the River and Harbor Convention in 1847, Chicago in 1860 had become the ninth city in the Union in population, and exerted an influence even greater than is indicated by that figure.

Lincoln and the Republican Party

THE formation of the Republican party on the ruins of the old Whig organization was largely the work of one Chicago man, Joseph Medill. With the *Chicago Tribune* as a powerful tool, he not only led in forming the new party, but he brought it to Chicago for the 1860 national convention. It was Medill, with his *Tribune,* who labored unceasingly for the nomination of Abraham Lincoln for the presidency; it was Medill above all others who campaigned for Lincoln until he was elected; and it was Medill who supported him throughout the war, never faltering, and a scourge day and night to those who tried to weaken the national policy.

It was this same Chicagoan, Medill, who, almost single-handed, forced through the legislation which kept Lincoln from being retired in 1864. He saw that, with so many loyal men in the Union army, Lincoln would be defeated by those who had remained out of the army. So he demanded a law which would permit the soldiers in the field to vote. He urged and argued, pleaded and stormed, until the law was enacted, and the soldier vote was taken and counted. That alone returned Lincoln to the White House for the remainder of the war. It is easy to imagine a different result if any other than Lincoln's steady hand had guided the nation through that last and most perilous and trying year of the great civil conflict.

The nomination of Lincoln was in itself one of the nation's most colorful and spectacular events. Until very recently Lincoln had not been known outside Springfield and the judicial circuit where he had practiced law and whence he had been elected to congress. He paid his first visit of record to Chicago in 1847 when he attended the River and Harbor convention. He was then an obscure congressman, the only Whig from Illinois in the lower house.

But in the senatorial struggle of 1858 against Stephen A. Douglas of Chicago, he made such a masterly campaign that he attracted the notice of the entire nation. He was by this time known as a shrewd, able and logical debater, with a fund of

common sense and homely philosophy, and a way of getting directly at the heart of any subject under consideration, moreover he was very popular with the people of many sections.

When Chicago secured the national Republican convention of 1860 it had no public hall which would accommodate such a gathering. But the ambitious young city had gained a reputation for doing things, and it did not fail. It builded a hall to house the convention. The site chosen was at the southeast corner of Lake and Market Streets, where of old stood the famous Sauganash Hotel of Mark Beaubien. There was erected the historic "Wigwam" and there, in due time, championed by Joseph Medill and his *Chicago Tribune* leading the delegates of the Great, West, Abraham Lincoln was nominated over New York's favorite son, William A. Seward.

The Republican Wigwam, a temporary structure erected at Lake and Market Streets. Here Abraham Lincoln was nominated for the presidency in May 1860. The wholesale grocery house of Franklin MacVeagh & Company now occupies this site. After a daguerreotype by Hesler.

The possibility of civil war had long been recognized by men of broad vision. Efforts of the South to extend slave territory, and the resistance of the North; the Missouri Compromise; the Kansas-Nebraska bill; the publication of "Uncle Tom's Cabin" with its pictures of the atrocities of slavery, not true, but possible under the laws; the famous Dred Scott decision, and the defiance of that interpretation of the constitution in the North; the "Underground Railroad" and other methods of assisting runaway slaves to evade their lawful owners; the intolerance of extreme partisans on both sides—all these things and many others had rubbed raw the nerves of both sections for years.

Illinois, largely dominated by Chicago and the northern tier of counties, had never wanted slavery, and many of the leading citizens had tacitly agreed to nullify the constitution and the law so far as it offered protection to the guaranteed rights of slave owners. Slavery, as such, was not recognized in the state, though the law did provide, under certain contingencies, for the sale of the services of a human being. Under this law it is recorded that one slave was sold in Chicago at public auction.

A negro had escaped from his owner and took refuge in Chicago. He was denounced as having no papers to prove him free, and was arrested and

placed in jail. He was advertised, according to law, and when his master did not claim him, was sold at auction to pay the expenses of his arrest and detention. The sale was held at the Court House Square, and Sheriff Samuel J. Lowe offered the negro to the highest bidder. Nobody wanted to buy, but Mahlon D. Ogden, younger brother of the city's first mayor, bought him for twenty-five cents to prevent him being remanded to jail to await another sale. He at once set the slave free. That was back in 1842, and Chicago had grown less and less tolerant of slavery until that day when the hand of Destiny plucked Abraham Lincoln from the prairies of Illinois, and gave into his guiding the ship of state.

Chicago in the Civil War

THE Civil War came on, as many had foreseen. Chicago stood steadfastly behind Lincoln, and with Chicago stood the fourteen counties of the northern tier, and with them the rest of the state. And in the forefront stood Joseph Medill with his *Tribune*, urging, pleading, exhorting, denouncing when denunciation seemed called for, more effective than a regiment of soldiers on a battlefield.

For four long, bloody years the city steadily poured upon the altar of the Union her sacrificial offering of her young men and her wealth. More, and yet more, and again more was demanded, and ever Chicago gave and gave, never denying, until the day when Lee of Virginia handed his sword to Grant of Illinois, and heard the most magnanimous words ever spoken by victor to vanquished: "Tell your men to keep their horses; they will need them for the spring plowing."

Of Chicago as truly as of the state might have been written the words of the stirring song:

> Not without thy wondrous story,
> Illinois, Illinois,
> Can be writ the Nation's glory,
> Illinois, Illinois.

For while the state, in its "record of the years," was writing the names of Grant and Logan and the long list of heroes, the city's sons were taking the part of men. Regiment after regiment of infantry, cavalry, artillery, were mustered in and drilled and equipped in Chicago, and filed out in an unending caravan of crusaders to the fiery front, many never to return. Of these sons of Chicago seven were brevetted major generals, eight were promoted to be full brigadier generals, and thirty-eight brevetted to that rank. Their deeds of valor are written in gold in the history of a thousand fields.

Ellsworth

Most colorful and spectacular of all those who flamed, meteor-like, across the skies in the early days of the Civil War, was Colonel Elmer E. Ellsworth, the best drillmaster the country ever knew, originator of the Zouave system of military training in America, personal friend of Lincoln, commander of the very first full regiment of volunteers sworn into the service for the Civil War, and the first Union officer slain in that struggle.

Falling, as he did, before a real battle had been fought, at the very beginning of the four-year struggle, he had nevertheless made for himself a name as a military genius. Though not a leader of armies, yet his influence was felt on every battlefield of the war, and in the armies of the United States since that struggle, by reason of his ability in organizing and drilling men. Even his brief career had a profound influence on the morale of the Union armies; none can ever guess what he might have wrought had he been spared a few years more.

Ellsworth was a poor boy from Saratoga County, New York, coming to Chicago in his early manhood. He worked as a law clerk, but in his spare time he organized "The Gymnasts" among young Chicago society men of the late fifties. He met Dr. Charles A. DeVilliers, formerly of the French Zouaves, and from him Ellsworth learned the system—and added improvements of his own, which he published as the "Zouave Manual." Also he so studied and practiced that he was soon the best swordsman in the Northwest.

He came to the attention of General R. K. Swift of the Illinois Militia, was made a major and put to drilling the state troops. Previously he had organized that famous body of fifty men known as the United States Zouave Cadets, the original "Chicago Zouaves," garbed them in the picturesque Oriental uniform of the French Zouaves, and drilled them until they had no equals in the country at the manual of arms, fencing and the gymnastics he taught them.

The attention of the whole continent was attracted when, in the summer of 1860, Ellsworth and his men toured the United States and Canada and won the undisputed championship of America. Not only did this lead many drillmasters to follow his manual, but when the Civil War came on these men were taken as commanding officers becoming nuclei around whom were built some of the most effective fighting units, so that the Ellsworth training and influence were responsible for many a victory. Freeman Conner became Colonel of the 44th

New York; Edward B. Knox a major and Lucius S. Larrabee a captain in the same regiment; Charles Scott, Jr., colonel of the 19th Illinois; James B. Taylor, colonel of a Massachusetts regiment; John Conant Long, with the rank of captain, drilled fifty thousand men at Camp Douglas, Chicago, before that camp became a military prison. Nearly all the others won distinction through the hard work they had done under Ellsworth.

Colonel E. E. Ellsworth

The Chicago Zouaves as an organization disbanded in 1860, soon after the triumphal tour was ended, and Ellsworth, who had formed a friendship with Abraham Lincoln, went to Springfield to continue his law studies, but entered the campaign which sent Lincoln to the White House. Ellsworth drew up a bill for the organization of the entire militia system of Illinois, which twice passed the House but was both times defeated in the Senate.

When Lincoln went to Washington for the inaugural it was Ellsworth who, under Allan Pinkerton, had charge of arrangements for protecting him from possible assassination, and he performed his task perfectly. Ellsworth hoped for some military appointment from Lincoln, but military etiquette and politicians tied Mr. Lincoln's hands.

Finally, when Sumter was fired upon, Ellsworth resigned his commission, rushed back to his native state, organized the firemen of New York City, and within two days had 2,300 men from whom he picked 1,100 of the best, and started for the front as colonel commanding the "New York Fire Zouaves," the first volunteer regiment sworn in for duty. Five Chicago Zouaves joined this organization.

After a brief period of guard duty at the Capitol, the Zouaves were sent to Alexandria, Virginia. It was on May 24, 1861, that Ellsworth led his regiment across the river into Alexandria, and spied a Confederate flag flying from the roof of the Marshall House, a leading hotel. Instead of sending a detail, Colonel Ellsworth, accompanied by Lieutenant George H. Fergus of Chicago, a sergeant and a squad of men, went to the roof and pulled the flag down with his own hands. As he was descending the stairs with it he was shot dead by the proprietor of the hotel, James W. Jackson, who in turn was killed by the sergeant.

Lincoln was mightily moved by the death of Ellsworth, and made no effort to hide his tears.

"Excuse me, but I cannot talk," he said to a delegation from the Senate which visited him soon after he received the news. He burst into tears, and buried his face in his handkerchief.

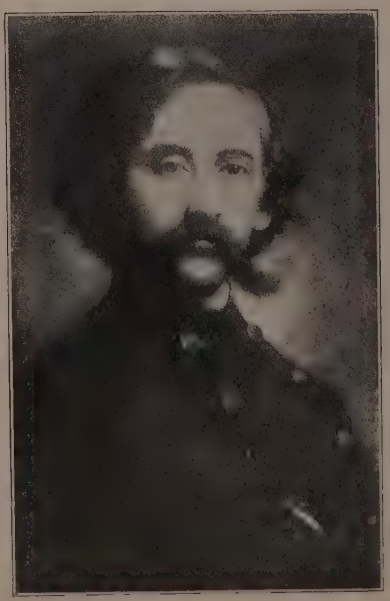
"I will make no apology for my weakness, gentlemen," he said when he found his voice again. "I knew poor Ellsworth well, and held him in high regard."

The body was taken to the White House, where it lay in state until the military funeral.

Only twenty-four years of age when he gave up his life, the young leader had left upon the history of his country an impress totally out of proportion to his age and the opportunities life had offered him. To the last days that they lived the survivors of the Zouaves, and thousands of civilians who knew him, looked upon Elmer E. Ellsworth with the same awe and affection in which the "Old Guard" held Napoleon.

Mulligan's Guards

Another Civil War organization above which Romance has set a halo and about which Tradition has woven many a tale, is the regiment known at first as "Mulligan's Guards," and, after the regimental commander had been made a brigadier general, "The Irish Brigade."



Colonel James A. Mulligan

Colonel Mulligan published in the Chicago newspapers, on April 20, 1861, a call for Irishmen to help organize a regiment, and within a week he was at the head of 1,200 Irishmen eager to fight. The regiment was quickly sent to the front, and it got into action at once in Missouri, where General Price was making things warm for the Union troops.

To the great chagrin of the regiment, the entire outfit was taken prisoner in September of that same year, and the fighting days of the men were over. But Colonel Mulligan refused a parole, and presently was exchanged and came home, still fighting mad. He organized another regiment, and presently was appointed to command a brigade, which was promptly christened "The Irish Brigade." It saw gallant service on many an eastern field. Mulligan, always a dashing leader, had been assigned to command a whole division in the campaign against Early in the Shenandoah Valley, and it was in the fighting near Kernstown that he fell in battle at the head of his men. His last words, as he fell into the arms of his nineteen-year-old brother-in-law, Lieutenant James H. Nugent, were:

"Lay me down and save the flag."

His dying words, and the record of the men he had led for three years, are among the proudest traditions of Chicago.

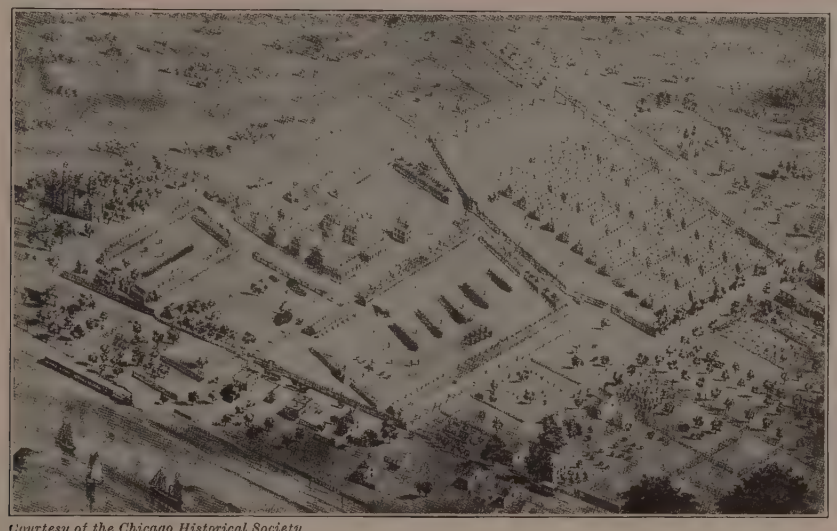
While Illinois as a state, and Chicago as a city, remained true to the Union, there were many individuals in sympathy with the Confederacy, and at least one great plot which came near to bringing the war to the city instead of confining it below the Ohio River.

A prison camp for captured Confederates was early established in the city, consisting of sixty acres of land formerly owned by Stephen A. Douglas, south of Thirty-first Street and Cottage Grove Avenue. It was named Camp Douglas, and was one of four large prison camps in Northern Illinois.

In these camps, in the summer of 1864, were confined more than 25,000 Confederate soldiers, distributed as follows: Chicago, 8,000; Springfield, 7,554; Rock Island, 6,000; and Alton, 5,000. A plan was devised by Southern sympathizers to free the prisoners at Camp Douglas, and furnish them arms. Then, by a sudden stroke, they were to free the men in the other camps, which would give them a Confederate army of 25,000 veteran soldiers. Chicago was to be captured, and a swift attack made on the rear of the Union armies which were then operating in the South.

Two factors led to the defeat of this plan. Col. Benjamin J. Sweet, commandant at the camp, with only 900 troops to guard 8,000, received warning that a plot was afoot, and wired for reinforcements, which arrived before the break was made. The other factor was the realization of the plotters themselves that merely setting the Confederates free would not make an army of them. They must be organized, and some program agreed upon, or they would constitute merely an unruly mob. This realization caused a fatal delay, for another regiment was quickly added to the guard, and increased vigilance destroyed all hope of a successful break.

With Lincoln returned to the White House and his policies sustained by the country, the day of Appomattox finally dawned, bringing with it the end of the war. And while the nation and all the world rejoiced that the dark days were past, and the entire country was echoing Grant's plea, "let us have



Courtesy of the Chicago Historical Society

Camp Douglas, established as a recruiting camp for the Northern Military District of Illinois at the beginning of the war, was situated on Cottage Grove Avenue between Thirty-second and Thirty-fourth Streets. From 1862 until the end of the war it was used as a camp for Southern prisoners. The old Chicago University is at the left.

peace," came the tragic deed of a disordered mind, and the mighty man whom Illinois had given to the world lay dead at the hand of that eccentric genius whom Chicago had delighted to honor.

Chicago claimed, for a brief space, the body of the Lincoln she had so loved and served. He was brought back to the city, and on May 1, 1865, he lay in state in the Court House while two hundred and fifty thousand mourning citizens filed past to look their last upon his face. Those who bore him from the train were Congressman John Wentworth, J. Young Scammon, Lyman Trumbull, John B. Rice, F. C. Sherman, Thomas B. Bryan, S. W. Fuller, William Bross, Thomas Drummond, J. Russell Jones, Francis A. Hoffman and E. C. Larned. The principal funeral oration was by Schuyler Colfax, speaker of the national House of Representatives.

Thus passed the great Lincoln from the stage, and thus fell the curtain on the tragedy of the Civil War in which Chicago had taken such a valiant part.

Courtesy of Chicago Historical Society

This view of Court House Square is reproduced from a rare daguerreotype made at the moment that the funeral cortege of President Lincoln was approaching the north entrance. The ranks of the military fill the square. Metropolitan Hall at the northwest corner of La Salle and Randolph Streets is at the right.

The Postoffice

THE history of Chicago's postoffice is a century-long record of the failure of the government at Washington to vision the possibilities and the needs of Chicago. Not since that day of March 31, 1831, when Jonathan N. Bailey was appointed first postmaster of the city, and established his office in one corner of John S. C. Hogan's store at the corner of Lake Street and the present Wacker Drive, has there ever been sufficient space and equipment to handle the mail as it should be handled.

Two years later the needs of the office were so far recognized that a room was partitioned off for it at one end of the Hogan store—which was only 20 by 45 feet in dimensions! The very next year, 1834, the postoffice was removed to larger quarters at Franklin Street and South Water Street. Three years later its phenomenal growth in business forced another move, so it was taken to Bigelow's Building on Clark between Lake and South Water Streets, now Lake Street and Wacker Drive. That was in 1837. A little later it was removed to still more commodious quarters in the Saloon Building

at the southeast corner of Lake and Clark Streets.

Hither and yon the postoffice was moved at brief intervals, always finding its quarters too small even before they were opened. Finally, in 1853, "Long John" Wentworth, the aggressive and determined congressman from Chicago, got through congress an appropriation for a building by the U. S. government in which the postoffice and other federal departments could be housed. Work on this building, located on Monroe Street, at the northwest corner of Dearborn, was begun in 1855, and it was ready for occupancy in 1860.

The Post Office and Custom House erected in 1855 at the northwest corner of Dearborn and Monroe Streets, where now stands the First National Bank. After a Jevne and Almini print, 1863-1866.

When the postmaster took charge of this new home it was the old story over again—the federal government had tragically underestimated the rate of growth of the city, and the quarters were too small before ever a stamp had been sold or a letter delivered. Here, however, the office was compelled to remain until the Great Fire of 1871 put it out of existence—the second postoffice in the United States in business transacted on a revenue basis, and exceeding any other office in the amount

The southwest corner of Madison and Dearborn Streets about 1860 showing John R. Walsh's news depot facing Newspaper Alley.

of mail handled. In that year the carriers delivered more than 31,000,000 pieces of mail, and more than 3,000,000 other pieces were delivered by box and general delivery window. Outgoing pieces numbered more than 92,000,000, not counting over 7,000,000 circulars, and 256,500 bags of newspapers.

Yet, after such a lesson, Washington had learned nothing, and the successor to the burned building was just as inadequate and just as crowded when, after long and costly waiting, it opened its doors and a harassed postoffice staff undertook to handle Chicago's mail.

It was after he had settled in Chicago, in 1854, that he was appointed assistant postmaster, and in trying to prevent some of the vexatious delays, worked out the scheme of railway mail service which is now in full operation everywhere.

Col. Armstrong was not the only man with such a plan. William A. Davis of Missouri, Henry A. Burr, a topographer in the government service, and others were working along similar lines. But the fact remains that it was George B. Armstrong who in 1864 went to Washington and put the matter so strongly before the postoffice department that

Newspaper Alley showing John R. Walsh's news depot and the Post Office at Dearborn and Monroe.

The Railway Mail Car

The world owes to a Chicagoan of that time a tremendous debt for installing a system of distributing mail on railway trains instead of dumping it all into a central postoffice and sorting it there, with a delay of from twelve to thirty-six hours. That man is Col. George B. Armstrong, who came to the United States as an infant with his parents who were immigrants.

he was told to fit up a car with the apparatus he had in mind.

Col. Armstrong put the first railway mail car into service on the old pioneer Chicago and Northwestern line on June 9, 1864, between Chicago and Clinton, Iowa. It was an instant success. In a few months the Burlington, the Rock Island and other lines hauling U. S. mails put on mail cars, and an immediate saving of days was made in handling both letters and second class matter.

Copelin & Melander Photo

The Post Office and Reynold's Block. The former was at the northwest corner of Dearborn and Monroe Streets. The Reynold's Block was at the southwest corner of Dearborn and Madison Streets. At the northwest corner may be seen the establishment of A. Booth and Company, dealers in sea foods. The walls of the Custom House and of the Nixon Building at corner of La Salle and Monroe Streets remained standing, while all other buildings in this locality burned in the Great Fire.

Hotels

FROM the earliest days of the Fort Dearborn Settlement, Chicago has been proud of her hotels, and famous for the entertainment they have provided. From the first building used as an inn, the Wolf Point, erected by James Kinzie on the river bank in 1828, and the Eagle Exchange, the first ever built primarily as an inn, down to the world's largest hotel of 1928, the Stevens, there has been one long procession of notable caravansaries, kept by men whose reputation was enviable.

Kinzie's Wolf Point, Beaubien's famous Sauganash, which grew out of the Eagle Exchange; Samuel Miller's place, the Green Tree Tavern, the pretentious Lake House on the North Side, the Lake Street House, the Garden City Hotel, the Tremont House, the Mansion House, the Eagle Exchange, the Farmers' Exchange—all these, their contemporaries and their successors, had sustained the reputation of the city for entertainment.

The River and Harbor Convention of 1847 not only attracted the attention of the entire country to Chicago, but it revealed to the leading spirits of the young city that more and finer hotels would be in demand to house the influx of visitors and permanent residents who, it was clearly foreseen, would presently flock to the city. And the enterprise of those city builders was equal to the demand as usual.

What Chicago owes to the number and excellence of its hotels, going back to the beginnings of the town, would require a separate volume for complete statement. Literally thousands of travelers, com-

ADVERTISER'S DIRECTORY. 105

TREMONT HOUSE,

J. GURLEY, Late of Am. Temp. House.

A. JOHNSTON, Late of City Hotel, Chicago.

BY GURLEY & JOHNSTON,

CORNER LAKE AND DEARBORN STREETS,

CHICAGO, ILL.

THIS spacious Hotel, is the most convenient to the Steam Boat Landings of any in the city The offices of the Eastern.

An advertisement of the first Tremont House, from the City Directory of 1845.

ing to the settlements about the river with the intention of going farther west, found here such rest and refreshment, such food and drink, that they persuaded themselves to cast in their lot where these evidences of civilization abounded, rather than to risk the unknown and uncharted country beyond with its certain hardships. Nowhere in the world was there game to be had in similar variety and profusion, and nowhere was it so cheap to buy and purvey. This lasted well into the lives of many who are still living.

J. Carbutt Stereoptican Photo

The Richmond House at the corner of So. Water Street and Michigan Avenue, where Albert Edward, Prince of Wales stopped during his visit to Chicago in 1860.

Among the other hotels which furnished shelter and entertainment to the traveler of those days were the Adams House, the St. James, at Washington and State Streets; the Burlington House on the West Side, at Sixteenth and Canal Streets; the City Hotel, southeast corner of Lake and State Streets; Matteson House, at the northwest corner of Randolph and Dearborn Streets; the Metropolitan, the Barnes, Hatch's, the old Revere House, the Cleveland, the Massasoit House, and the Richmond House, at which the then Prince of Wales, afterwards King Edward VII of Great Britain, was entertained in 1860.

Hotels of that day were not conducted by professionals, who sat in offices and directed subordinates according to systematized rules. They were merely enlarged and revised versions of the tavern of jolly Mark Beaubien who used to fiddle while his patrons danced. They were richer than Mark, they had finer hotels, and refinements of which he never dreamed; but they managed their houses personally, they knew their guests, and they were

men of affairs who took leading parts in the meetings, political and otherwise, held at the hotels.

There was a camaraderie unknown in this day. Every hotel had its bar, and song and jest and story made the evening reunions memorable. There, after the day of business, gathered the young people sang and danced and flirted and courted. There visiting celebrities were entertained, and there were staged many grand events of the social world.

Before the Great Fire of October, 1871, there was more than a score of good hotels in the city,

Michigan Avenue south from Lake Street showing the Adams House on the right and Henry W. King and Company's clothing establishment across the street from the hotel. The Adams House was built by Hugh Maher in 1857-8 and was on the site of the old Hydraulic Mills, Chicago's first flouring establishment. William Adams opened it in the fall of 1858, and in April 1859 W. L. and J. Irving Pierce purchased it. At the close of 1860 it was purchased by Schuyler S. Benjamin (afterwards of the Brevoort House). The hotel was destroyed in October, 1871.

city's builders from court room and office, from shop and store, to relax and enjoy the society of their fellows.

The ball rooms were the scene of social gatherings where Romance walked abroad, and where the the best of which successfully challenged comparison with any similar houses in the East. In those days, before crime and scandal had completely perverted the sense of news values, the opening of one of these places of entertainment was held to be

such a benefit to the city itself that the daily papers gladly gave columns of space to the event, which directly affected all the business, finance, industry and commerce, here and hereabouts, repaying in part to these investors in hospitality the advertisement of Chicago's activities sure to follow, and this mention was carried on from day to day through

From a Stereoscopic Photo by J. Carbutt

The Honoré Block which stood at the southwest corner of Dearborn and Monroe Streets. At the left is shown the Bigelow House, then under construction. This hotel, one of the finest in the city, had just been completed and furnished at lavish cost, and the opening date set for October 9, 1871. On that day the Great Fire swept it from the face of the earth, along with the Honoré Block.

than in the effort to house the stranger shown by the hotel-keepers. The sacred rites of hospitality were taken seriously in those days, and it shocked the sensibilities of the old proprietors to have nothing of cheer to offer the wayfarer.

The Bigelow House met a tragic fate. It did not have even a single day to establish a reputation. It was a fine four-story brick, with two great towers, and covered a plot of land 178 by 110 feet. It was to have been opened to the public on October 9, 1871—the very day which the Great Fire swept it away and ruined the owner.

interviews in every newspaper had with prominent visitors.

The fire swept away the downtown district, and with it all the hotels that were testifying by their crowded condition to the prosperity of themselves and the surrounding population. But in no other walk of life was there greater enterprise shown

A glance of the eye showed only one building standing in the four-mile sweep along the Lake

from Twelfth Street to Fullerton Avenue. This was the Michigan Avenue Hotel, its eighty rooms luxuriously furnished, on the southwest corner of Congress Street. While its fate was still in doubt, while, indeed, the fire was raging directly across the street, John B. Drake, of the Tremont House,

From a Stereoscopic View by J. Carbutt

The Tremont House, built in 1850 at the southeast corner of Lake and Dearborn. The first Tremont House, built in 1839 by Alanson Sweet, was a wooden structure at the northwest corner of Lake and Dearborn Streets. The Couch brothers purchased the property and ran the hotel until it burned in 1839. In 1840 they built on the southeast corner. In 1853 the Gage brothers took over the hotel on a lease, and in 1855 John Burroughs Drake became associate manager. It was the leading hotel in the West for many years. In 1861 the building was raised to the new street level and thoroughly overhauled, making practically a new hotel of it. In 1863 David A. Gage withdrew from the management and it was continued under the joint auspices of George W. Gage and John B. Drake. It contained 260 rooms. Before the building of the Chamber of Commerce the spacious halls were used by the members of the Chamber in the evenings. From the balconies of this hotel Abraham Lincoln and Stephen A. Douglas began their campaign for United States senatorship.

bought outright the land and building as it stood, paying cash, changed its name to The Tremont, gathered his old employees, and not one day's business was lost. The building was destroyed by fire in the calamity which befell the city on July 14, 1874, and was never rebuilt.

At Clinton and West Madison Streets a new and unnamed hotel building was standing awaiting a lessor, a block or two from the burnt district. Gage Brothers & Rice, who had been taking a fortune from the Sherman House, saw its walls crumble into dust eight minutes after it caught fire early on that desperate Monday morning, October 9, in a destruction so thorough that the ground actually had to be surveyed anew to learn where the building had stood. Without waiting to sleep, they sought and found the owner of the West Side property, Philetus W. Gates, and on Tuesday, October 10, had secured from him a two years' lease.

Meeting Charles Tobey, whose furniture store and warehouse had gone with all the rest into smoke, John A. Rice asked him if he could have the newly leased house, re-christened as The Sherman, furnished for guests within two weeks. Tobey said that he could. The house opened on Wednesday, with mattresses on the uncarpeted floors and blankets on the mattresses, with tin plates and cups, steel knives and forks and spoons on tables made of planks laid across wooden horses—napery there was none. The old force of the destroyed hotel was on duty within the week in the "little" Sherman. And in ninety days with ninety rooms the three proprietors cleared ninety thousand dollars. Here, as in all the other Chicago hotels, in spite of the tremendous demand, there was no raising of prices.

It wasn't quite like Mark Beaubien's thrifty practice less than fifty years before in the old Sauganash, but it came close to it. Mark's own words are:

From a Stereoscopic View by Copelin and Melander

The Sherman House in the sixties. At the northwest corner of Clark and Randolph Streets. The corner of the Court House square is shown at the left.

"I had no beds, but when a traveler came for lodging I gave him a place on the floor to lie on, and a blanket to cover him, and tell him to look out or an Indian will come and steal it. Then, when he gets to sleep, I take the blanket away carefully, and have it ready for the next man who comes. I tell him the same thing, and I do the same thing, and so I always have a warm bed and cover for all my guests." There were four beds in every room in the little Sherman, and there were no keys to the doors. Gage Brothers & Rice kept the house until their lease expired, though they opened the Grand Pacific Hotel in June, 1873. This they had leased for twenty years before the fire, and were ready to furnish it when it was completely destroyed.

Herbert M. Kinsley, whose restaurant in Washington Street between Wabash and Michigan Avenues had been swept away with the rest, and who could collect no insurance money like most Chicago business men at the time, helped build a shanty with his own hands on the same site, and in three weeks was serving meals to all who could be ac-

From a Stereoscopic View by J. Carbutt

When the Great Fire of 1871 destroyed the Sherman House they leased the building at Madison and Clinton Streets which had just been completed, and it was known as the "Little" Sherman House until the new Sherman was built. It was afterwards known as the Gault House, until the Gault House management built their new hotel at Madison and Market Streets.

commodated. At the same time he sought and obtained a lease of the new hotel at Riverside, built and furnished the summer before by the improvement company there, and filled its more than a hundred rooms with Chicago's most notable people, only too glad to have a roof over their heads. This was the one spot in or near town that became the scene of social gayety during that long and sorrowful winter.

immediately to care for the stranger. It is characteristic of the feeling of the inhabitants that they made few demands upon these hotels, even those who had been regular boarders in their predecessors before the catastrophe, leaving their accommodations to those who were coming from without and thus helping the city back to its own.

With the astounding enterprise that ran through all Chicago, work was begun upon the rebuilding

From a Stereoscopic View by Copelin and Melander

The Clarendon House, erected immediately after the Great Fire on North Clark Street at Ontario.

Wentworth & Woolworth, the proprietors of the old Briggs House at Randolph and Wells Streets, secured a much smaller building in West Madison Street a block from the little Sherman, and had the "little" Briggs going within a few weeks, furnishing a good table and providing good beds just as soon as the railroads would bring them into the devastated city. A "little" Clifton House, too, was opened at Halsted and Washington Streets almost

of the old hotels as soon as the ruins were cold enough to have the ground cleared. The first Palmer House, at the northwest corner of State and Quincy Streets, had been furnished and opened by W. P. F. Meservé in September, 1870, and did a prosperous business just a year and thirteen days before it burnt. It was not rebuilt. But in the summer before the fire, Potter Palmer, in pursuance of his great plan for the development of State

Street, had begun the erection of the Palmer House so long to stand at Monroe and State Streets, and had the ironwork of its fireproof structure up as high as the third floor, where it stood after the fire as the only symmetrical object for miles around.

The first new hotel to open was Kuhns' European Hotel, in August, 1872, which afterwards became the Windsor, south of Theatre Alley in Dearborn Street, with Thomas Mackin and Samuel Gregston as proprietors, the latter taking sole charge not long after. It was not a large hotel, and like most of the houses of the period, it was not well built. It has been lucky for Chicago that there have been so few hotel fires in the past.

Bissell & Hulbert were the proprietors of the New Sherman House, which opened in May, 1873, Alvin Hulbert taking it alone in a few years. Later the property was bought from the Sherman family by J. Irving Pearce, who conducted it for several years until it was torn down and rebuilt. The present house is the fourth of the name on that site.

Previously, in September, 1872, Frederick Gould opened what was known as the Gardner House, at

From a Stereoscopic View by Copelin and Melander

The old Briggs House at the northeast corner of Wells and Randolph Streets, torn down in 1928 to make room for the present Steuben Club Building. Here, in 1859 and 1860 Lincoln and his friends planned his campaign, and for half a century it was a favorite resort for politicians.

the southwest corner of Michigan Avenue and Jackson Street. In 1881 the property fell to Warren F. Leland, a member of the most famous hotel family the United States ever had cause to feel grateful to, who gave it the family name. As The Leland it prospered for many years, and then its name was changed to The Stratford.

The Grand Pacific Hotel, extensively advertised the world over, made money from the day it opened dinners which had made his management of the Tremont so noteworthy.

The new Tremont, fourth of that name, was opened later in 1873, with Jewett Wilcox its lessee for six years, and furnished so luxuriously that it called itself "The Palace Hotel of America." In January, 1879, John A. Rice became the sole proprietor and ran it until his death in April, 1888. His widow conducted it successfully for two years

J. W. Taylor Photo

The Old Grand Pacific Hotel in 1890, for many years under the management of John B. Drake and patronized by notables from all over the world. Famous for its wonderful game dinner, an annual event looked forward to with eagerness by those who were fortunate enough to be invited. It stood at the northwest corner of Clark and Jackson Streets where the Illinois Merchants Bank Building now stands.

under Gage Brothers & Rice. They had promenade concerts every Friday evening, with Johnny Hand furnishing the music, and these were varied by assemblies for the younger people of the city, held in the ladies' ordinary. It is believed to be the first American hotel to make a practice of having flowers on the table. Misfortunes overtook the first management, which was forced out in December, 1874, and John B. Drake took the house the next month. Here he perpetuated those famous game longer. After passing through various hands, it was bought by Northwestern University, and a great reputation in hotel circles disappeared.

A new hotel, the Commercial, was built on the Couch property diagonally across the street, at the northwest corner of Lake and Dearborn, and opened by Charles W. Dabb. About the same time the Grand Central, on Market Street, entered the field. The Clifton reopened at Wabash Avenue and Monroe Street. The little Sherman became the Gault

House, and after many years moved to its present site on the south side. Considerably later the Wellington Hotel was leased by A. S. Gage, at Wabash Avenue and Jackson Boulevard, and prospered for many years, until it was torn down. It is not generally known that Gage was the proprietor of the old Metropolitan Hotel.

The Palmer House, by reason of its careful construction, was not fully opened until early in 1875, though work was carried on night and day, and then it was never formally opened. Potter Palmer was at last gratified when he took the Tremont House after Mrs. John A. Rice gave it up, going later to the Great Northern, which was not built until years had passed.

Nearly every house named was on what is still called the "American plan," that is, the price per diem included both board and lodging, and all meals were served at a single price, regardless of what was chosen from the general bill-of-fare—*menu* was a word hardly heard in America before the eighties. For $3 a day, and from that up to $5,

Courtesy of Tracy and J. B. Drake

The dining room at the Grand Pacific Hotel in the nineties during a reunion of the Duck and Drake Club. John B. Drake, the owner and proprietor is shown standing in the left aisle.

said he would receive guests just as soon as he had rooms ready for them, and his first boarder came to live on the first floor in September, 1874, and others followed as the upper floors were made ready. When finally finished, the house became the talk of the continent and, within no long time, of travelers the world around. Its most talked of feature, however, the silver dollars set into the floor of the barbershop, was not a Palmer idea, but proceeded from the inspiration of the barber, William S. Edens, whose ambition to become a hotel man

one could eat everything one could hold out of a list of fifty or more viands, and from half past six to eleven, which was breakfast, from one to three and from five to half past six, which was dinner; and from six in the evening until near midnight, which was supper. The food of that day could not be served for any amount of money now, so many of the items, game and the like, having disappeared from the market.

The first hotel in Chicago which would now be regarded as modern was not only conducted exclu-

sively on the European plan, with all food served à la carte, but had so good a chef and service, amplified by a generous wine-cellar, beautiful tableware and napery, as to deserve the name of being "Ritzy." This was the Richelieu, foreign enough to have its name remain unpronounceable to good Chicagoans until the end, built and luxuriously furnished by H. V. Bemis, thereafter awarded the purely honorary title of Cardinal. It was in Michigan Avenue, at old numbers 187-188, and was a complete establishment, even to an excellent art gallery, making up for the fewness of its rooms by the real splendor of its equipment. It survived until the early nineties, and nothing since has ever quite filled its place for the cosmopolitan traveler.

The Auditorium, now in its last days, was opened as a hotel thirty years ago, being conducted on the American plan. The Congress across the street was opened four years later as a European plan annex, and has achieved an enviable reputation. The Wellington, at Wabash Avenue and Jackson Boulevard, was its contemporary under A. S. Gage, long prominent in the drygoods business; it is not generally known that his earlier occupation in Chicago was that of a hotel-keeper, the old Metropolitan in State Street being the scene of his operations.

Restaurants and Chop Houses

Much the best of the innumerable eating-houses or restaurants in Chicago after the Great Fire was that of H. M. Kinsley, already mentioned in connection with the Riverside Hotel. He opened first in Washington Street, a little west of State, and in 1885 moved to a spacious building of his own in Adams Street opposite the post office, containing rooms for balls and banquets, abundant space for luncheons and dinners and, in addition, there conducted a general catering business patronized, as was his establishment in all its departments, by the society of the town. There is not in the greater Chicago of today a building of equal size wholly given up to restaurant purposes.

Especially worth of note because it has survived happily and prosperously into the living

Courtesy of Lawrence W. Dicke

The earliest Palmer House was on the west side of State Street at the corner of Quincy. The above picture is from the title page of a piece of sheet music entitled "The Palmer House Gavotte" published in 1868.

present is the TipTop Inn, conducted for many years by Adolph Hieronymus on the uppermost floors of the Pullman Building. Originally known as the Albion, it was taken over in 1893 by its present proprietor, an excellent cook as well, having served a long and successful apprenticeship under two of the greatest chefs the city has known, William Thomann of the Tremont and Joseph Seil of the Palmer House; was redecorated in an artistic manner; and has been distinguished for a long generation for its excellent cuisine and service.

J. W. Taylor Photo

The famous Palmer House, at the southwest corner of State and Monroe Streets. Built by Potter Palmer in 1871. At the time this picture was taken Fish and Tuttle (the Parisian Suit Co.) occupied the corner store. The downtown quarters of the Washington Park Club were right above them, in the hotel. Just south of Fish and Tuttle were Mayo and Company, Jewellers, and then next to them R. Dunlap and Company, hatters.

Charles E. Rector, who secured a national reputation after his removal to New York in the 'nineties, came to Chicago in 1873 as cashier for J. M. Hill in the old Boston Oyster House, which shared the honors for sea food with the Chicago Oyster House and with Race Brothers at that time. In 1875 Rector obtained a place of his own in the basement at the southeast corner of Clark and Monroe Streets, a favorite resort for everybody in town whom one wished to see when one was eating sea food, diverted betimes by the goldfish in the aquaria built around the pillars in the dining-room.

But it was the Boston Oyster House, opened first by Colonel John S. Wilson in 1873 under his own name, that introduced the broiled live lobster, once a culinary adventure, to Chicago. Like its brother establishment, the Chicago, in Madison Street between La Salle and Wells Street, food was of a cheapness and fine quality as served there which will always be a cause for regretful remembrance. And there was Burcky & Milan's in Clark Street, where a quarter bought enough good solid food, well flavored, to satisfy a growing boy.

Billy Boyle's chop house in Gamblers Alley, officially known as Calhoun Place, lying between Wash-

ington and Madison Streets, in this case near State, never closed its doors day or night, and was of the highest reputation and popularity night and day for newspaper men, politicians, sporting men, and bohemian life in general and in particular. Fronting the door as one came in was on ice-box filled with the choicest cuts of meat from which the connoisseur selected his own chop or steak, certain of its deliciousness. It has left no adequate successor to this day.

these after it removed to Adams Street, across the alley from the Pullman Building. Its closing when the dark days of prohibition fell removed a shining mark from Chicago reminiscential life.

Henrici's has been an institution in Chicago ever since Philip, one of the three brothers who came here in the middle 'sixties began the business with the first coffee shop in this part of the West, in State Street in 1869. This was followed by a hotel in Randolph Street, in partnership with Henry and

J. W. Taylor Photo

The main dining room of the old Palmer House. It had an atmosphere that was unforgettable and those who dined there in the old days will often stray in memory to this hospitable eating place.

Chapin & Gore's, in Theatre Alley back of McVicker's and entered either from the alley or from Monroe Street, with Harry Stiles as presiding elder at the bar and John Kunz over the table, remained until it closed many years later the chief resort for men long resident here, and its walls were crowded with photographs of the old town and hung with portraits in oil of its chief characters, interspersed with old theatre programs, engravings, and other reminders. The bar retained

William, where fine baking was done for private custom as well as for a public eating-house.

Herman H. Kohlsaat came into the restaurant business by way of an interest in the old Dake Bakery in Clark Street, starting with a small place in 1880, gradually enlarging it, and adding other places from time to time until what was perhaps the first set of chain stores of any kind had a firm foothold.

Famous Bars and Wine Rooms

Of a totally different sort was W. H. Schimpferman's winehouse in Madison Street west of La Salle, to which was appended a kitchen where delicious food was prepared, establishing a prosperous business which flourished for many years in the 'seventies and 'eighties. Charles Cavaroc, another wine merchant, had for a time in the early 'eighties a similar but smaller place in Dearborn Street next the Bee Hive. He made a specialty of French canned delicacies, truffled turkey and the like, now almost unknown. An early place known as Tatum's, became Pardee's, in 1875 just south of Buck & Rayner's drugstore at Madison and State, and this in turn was succeeded by Stanton's, in all of them a wine business, a bar, and what was at that time called fancy groceries, being combined into a succulent whole.

Charles Kern's place at Washington and La Salle was famous for many years, good German food, imported beers, a good wine cellar, making it attractive to the men from the city hall and court house diagonally across the streets. The Germania in North Clark Street near North Avenue was a similar place, with a more exclusively German patronage. Faulhaber's farther south in Clark made a specialty of wines, and Tallert's, for years in Washington Street across from the Herald building, of Hungarian wines. Of the same sort, with an excellent kitchen and delicious wines in great variety was Schlogl's in Wells Street between Washington and Madison, which had the distinction of possessing a bill-of fare with no prices attached in quite the European manner. It is still in existence and flourishing as such places may under prohibition. Kau's, on Wells near Adams was another famous restaurant.

Al Austin was a bartender for Johnnie Sauvé in the saloon just back of McVicker's in the alley

Courtesy of Chicago Tribune

Barber shop of the old Palmer House, known around the world by reason of the silver dollars set in cement in the floor. For that reason it was one of the wonders of the world to downstate visitors. Each black square in the tiled floor had a silver dollar for its center.

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Michigan Avenue in 1887 looking south from Jackson Street. In the order of their sequence may be seen the o'd Leland Hotel, the famous hotel Richelieu, the Masury Building, the Hotel Victoria, the Art Institute, later occupied by the Chicago Club, and the Studebaker Building, afterwards known as the Fine Arts Building. The Auditorium, the Congress Hotel, and the Illinois Central Station at Park Row were not in existence at this time. Hansom cabs and horse drawn vehicles only were in evidence.

J. W. Taylor Photo

A view of the Auditorium in 1890. The Studebaker Building and the Chicago Club shown to the north.

J. W. Taylor Photo

Kinsley's Restaurant at 105 Adams Street. One of Chicago's most noted eating places under the management of H. M. Kinsley and G. Baumann.

The German restaurant at Kinsley's, which was at 105 Adams Street, one of Chicago's noted restaurants.

The general dining room at Kinsley's.

in 1875, and soon after opened a place of his own. Moving from place to place, he was finally established around the southeast corner of Van Buren and Wabash, where he not only had a place that never closed its doors but became noted for three

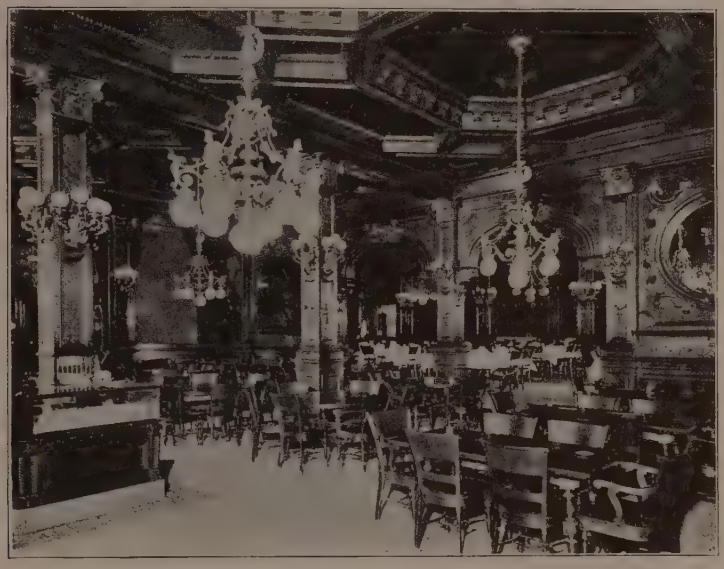
The main restaurant of the old Hotel Bismarck at 180-186 Randolph Street.

The ladies' cafe and restaurant in the old Bismarck Hotel.

dishes, the like of which was not procurable elsewhere in town—beefsteak stew, Welsh rabbit, and poached eggs on toast. Again, in this greater town, there is nothing with a similar reputation, for a few dishes of real excellence.

It will be noted that in all the hotels, and in the eating-houses with only a few exceptions like those under the Kohlsaat chain, drink as well as food was served, and in some of these more drink than food. All the hotels had highly profitable bars, from which great revenue was derived, usually in connection with billiard rooms. It would be pleasant to speak of those which were more exclusively drinking places, but there were so many, not a block in the present Loop without several, that any extended mention of them would require a volume of itself. It may be said in passing, that in all of these, too,

food was served, generally of the best quality, and served free to all who bought at the bar. Free lunch was an American institution, and with the coming of prohibition free food, or food obtained for a corners, too, in the downtown district, but the office buildings were hardly large enough or populous enough at that time to warrant a saloon in nearly all of them, as became the case in the 'nineties. The



The cafe in the old Hotel Union at 111-117 Randolph Street. It was managed by Herman Weber.

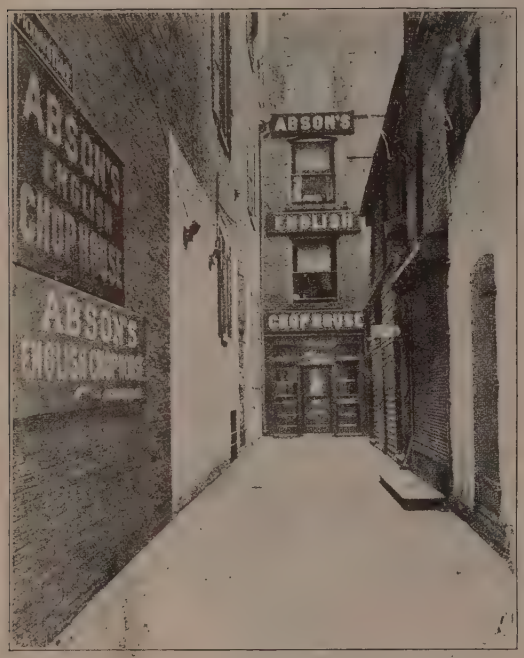
The ladies' restaurant at the old Hotel Union, 111-117 Randolph Street.

trifling expenditure, at the bar, ceased to be obtainable.

One feature of the bars in the 'seventies was the number of them in the alleys down town, where they were readily accessible to the men in the shops and stores thereabouts. They occupied conspicuous standard drink was whiskey straight, often imbibed without water to follow. The cocktails were true to type, more often whiskey than gin, made with liquor, bitters, sugar, ice, and a squeeze of lemon peel for artistic finish. Smashes, with crushed mint and sugar on which the liquor was poured,

were as popular as sours, made with lemon juice, and cobblers, crushed sugar and lemon and ice into which white wine was poured, were common.

Perhaps the most famous single bar in town was that in Dearborn between Washington and Madison Streets, kept by Joseph Chesterfield Mackin, who there introduced the pleasant custom of serving a fried oyster, deliciously hot, with every drink. After politics made him a scapegoat to the extent of landing him in Joliet, he was succeeded by James McGarry, the original of Finley Peter Dunne's Mr. Dooley, and of many a delightful anecdote in his own very proper person.



Abson's Chop House, in the alley off Jackson Street between Wabash Avenue and State Street. A famous resort patronized by bon vivants and presided over by mine host Abson, in the picture below.

His friend for many years was Thomas Moran, in Randolph Street a little east of Clark, where a soundly famous whiskey maintained its standard during Moran's lifetime. There, too, was a cider made for the place, and much the best in the city. Clark Street had too many saloons for mention, a number of them allied to the gambling houses running upstairs. Mike McDonald's, Harry Varnell's House of David, Wolford's Z, Hank Smith's opposite the court-house, were a few of the many.

Malachi Hogan, patron of sport, had a place in La Salle Street near Randolph. Williams & Newman invented and served the delicious Cohasset punch, which was fixed up with a peach. Al Kuhns had a place near the Columbia Theatre, and Charles Clayton another across the street, where the best Camembert cheese in town could be had. George Andrin had his bar in Randolph east of State, then west of State, and at last in State at the corner of Calhoun Place. Lansing & McGarigle flourished for many years. Lee Perkins, at Monroe and Clark, served Ramos gin fizzes, one of the few drinks that used to be shaken before prohibition destroyed technique, and something closely resembling a Sazarac cocktail.

The interior of Abson's Chop House.

Music Halls and Beer Gardens

The Tivoli, long at the corner where the Conway Building rears its front, was Col. John Wilson's until it was torn down to make room for the Chicago Opera-House block, and there was whiskey, beer, and good entertainment. The Red Star Inn in North Clark Street is still in existence, and as good a place to eat in as it used to be to eat and drink in. Engel's Hall, also in North Clark Street, had a variety show to vary the delights of imported beers. Admirable in memory was Fischer's Garden, on the Lake at the old city limits, the coolest place in town during the summer time; Baum's Pavilion at Twenty-second Street on Cottage Grove Avenue, DeBerg's, and the list could go on for pages, with not one of them on which the passing generation does not dwell with fondness and regret.

Many a romance budded and blossomed in the elegant rooms and grounds of Fischer's Garden, the fashionable summer garden and cafe which flourished at Diversey Boulevard and the lake shore in the eighties. The social gatherings there were among the merriest the city ever knew.

Colonel J. H. Wood, veteran survivor of a score of casualties in the show business, was the first to begin anew the rather sorry business of amusing the people of Chicago after the Fire of October, 1871. As with the hotel men, his old stand in Randolph Street, between Clark and Dearborn, the famous Woods Museum for so many years, was still a mass of heated ruins when he secured a lease on the Globe Theatre in Desplaines Street, a rattletrap if ever there was one, scoured the remains of the city until he had assembled so much of his old company as had not fled from the scene of disaster, and actually put on its stage two plays, "Won at Last" and "Who's Who?" on October 21 to crowded houses, kept up by the production of "Divorce" for a good run.

Standard Hall, far enough south, Michigan Avenue and Twenty-second Street, to have escaped the flames, opened next, on November 1, with Miss Jane Coombs and her company, followed by the Wyndhams, and so on down to minstrel shows before it was given up as hopeless. The old Dearborn Theatre Minstrels, however, leased Rice & Jackson's Hall in West Randolph Street, renamed it the West Side Opera House, and played there from November, 1871, to July, 1872, when they moved to a new theater just back of McVicker's in Monroe Street, which later became a hotel of sorts.

Theatres

THE Academy of Music, in Halsted near Madison Street, was built in thirty days following the Fire and opened on January 10, 1872, with a really good stock company, and to fair houses. To it presently came the Wyndhams, opening with "Ours," and they were followed with a list of the best American attractions: Edwin Adams, Chanfrau, Sothern, John McCullough, Joseph Jefferson, Lucille Western, Aimee, and the glorious Vokes Family in its full strength. This was the one show place in the city until the downtown theatres were rebuilt and competing. The Academy was burnt on

From a Stereoscopic View by P. Greene

The old Academy of Music which was situated on Halsted Street near Madison. It was built by W. B. Clapp. It was opened January 10, 1872, by the Wyndham Company in "Ours." Lucille Western, Aimée, Chanfrau, Edwin Adams, the Vokes Family, Sothern, McCullough, Toole, Jefferson, and many other notables played here during the period of rebuilding the city. Destroyed by fire February 4, 1878. Rebuilt and reopened September 15, 1879, by William Emmett as a dramatic and variety house. Again burnt out October 12, 1880. Rebuilt and reopened December 20 the same year by Stetson's "Neck and Neck." Dan Shelby assumed management in 1882; H. R. Jacobs in 1888, continuing until 1897, when E. P. Simpson became manager.

February 4, 1878, and reopened on September 15, with William Emmett, the minstrel, as lessee, and giving variety and Melodrama. It was burnt again in October, 1880, and made a new start two months later. Daniel H. Shelby began his Chicago career there as manager in 1882.

But there was no such luck for Frank Aiken, another veteran, who spent $80,000 on Aiken's Theatre at the northwest corner of Wabash Avenue and Congress Street, which was hardly thought of as being in town at all at that time. This opened on October 7, 1872, with Theodore Thomas and his orchestra, almost a year to a day from the date they were to have opened the new Crosby Opera House, on the very night of the Fire. Other concerts followed, and Aiken's stock company filled in the time.

From a Stereoscopic View by J. Carbutt

The Dearborn Theatre, at 115-17 Dearborn Street. It was opened as Aiken's Theatre January 18, 1869, with a stock company. In August of that year it was transformed into the Dearborn Theatre and occupied by Manning's Minstrels, and subsequently by other attractions, including Grand Opera, Charles Wyndham and other notables. The week of October 9, 1871, the Dearborn Minstrels announced a burlesque on Love and War. The house was not rebuilt after the fire.

Then it closed. Leonard Grover took it at last, rechristened it the Adelphi, gave variety shows there, and was doing pretty well when the second Great Fire, of July 14, 1874, came along and destroyed it. It was never rebuilt.

was made a gala event. The houses were crowded from the start, success followed success, and the Fire was at last on the way to be forgotten in a Chicago theatre. In 1885 the good old house was completely remodeled, as it has been since, and it is

J. W. Taylor Photo

Randolph Street east from Hooley's Theatre in 1892. Next to Hooley's Theatre is the old Fidelity Deposit Vault and just east of it the old Sherman House. The Ashland Block, Epstein's Dime Museum, a little further east the Masonic Temple.

McVicker's was the first of the old theatres to occupy a new and adequate structure. Its first season began on August 9, 1872, with a good company, playing "Time Works Wonders," and the opening still doing business at the old stand, now in motion pictures.

Hooley's, from a happy phrase of Edward J. McPhelim long to be known as "The Parlor Home

of Comedy," opened on the old site in Randolph Street opposite the City Hall on October 22, 1872, with the Abbot-Kiralfy troupe in pantomime. Colonel Haverley secured a lease of it in 1876-1877, himself unable to pay for the old name, changed it to his own, and reopened it, completely remodeled, on August 22, 1898, keeping it until it was torn down at last.

From a Stereoscopic View by J. Carbutt

Aiken's Museum at 111-117 Randolph Street, the site of Kingsbury's Hall. At the northwest corner of Randolph and Dearborn Streets may be seen the old Matteson House and next door east the sign painting establishment of B. F. Chase and Hild. Aiken's Museum was sold to Colonel John H. Wood in January, 1864.

and renamed it after himself. It came into the hands of Hooley & Quinlan, soon succeeded by R. M. Hooley alone, by whom it was managed until his death in 1893. Harry J. Powers then took it, found

In 1874 Leonard Grover got a lease of the old post-office building, where the Dearborn Street side of the First National Bank now stands, four stout walls which had survived the Great Fire. Within

these he built his stage and auditorium, seating several thousands, named it the New Adelphi, and opened it with burlesque on January 11, 1875. Colonel J. H. Haverley leased it in 1878, gave it his name after rebuilding it, and began a two-year career there with "The Babes in the Woods" on August 4, 1878. It was torn down in 1882, and the indefatigable Colonel went on to conquer other theatrical worlds.

With John B. Carson he built the play-house, also called by his name, on the south side of Monroe Street between Clark and Dearborn, which was opened on September 12, 1882, by Robson and Crane in "Twelfth Night." In 1884 the interior was rebuilt and redecorated in time for an extended engagement by Henry Irving, and was rechristened the Columbia by the charming actress Ellen Terry at that time. It was taken over by Will J. Davis and Al Hayman in 1890, and opened by them with the "County Fair," August 24, 1890.

The old site before the Fire of Bryan's Hall and Hooley's Opera House was occupied by a billiard hall, soon transformed into a German beer hall with singing and some variety. The owner, William Borden, rebuilt it into a theatre, and in 1880 leased it to John A. Hamlin, spending $55,000 on it. Renamed the Grand Opera House, it was opened in September, 1880, by Hoey and Hardy with "A Child of the State," after reconstruction, was bought by Mr. Hamlin. It was later known as Cohan's Grand, but in 1928 resumed its maiden name.

J. W. Taylor Photo

The Auditorium Theatre and Hotel, just before it was finished in 1889. Where the row of residences are to the left is where the Congress Hotel and Annex now stand.

The Chicago Opera House stood at the southeast corner of Clark and Washington Streets, originally occupied by the Tivoli and now by the Conway Building. It was opened on August 18, 1885, by John W. Norton under the management of David Henderson, Tom Keene playing in "Richard III." It became famous for the burlesques, among the best ever staged in the United States, which Henderson managed, and then passed on December 22, 1895, to Kohl & Castle, who devoted it to continu-

ous vaudeville, with Jay Rial as manager. Eddy Foy opened it under the new management in "Little Robinson Crusoe."

The Auditorium, for so many years Chicago's greatest playhouse, was dedicated Monday evening, December 9, 1889, with a special program, Adelina Patti singing with the Apollo Club and Clarence Eddy at the organ, interspersed with speeches by our leading citizens. The next evening the Abbey and Grau Opera Company sang "Romeo and Juliet," with Patti in the title role as heroine. It was long under the management of Milward Adams, and in its latest years has been the scene of the triumphs of the Civic Opera Company. It is a great institution, and its passing is to be deplored.

The Schiller Theater was built by the German Opera House Company, and opened on October 17, 1892, by Charles Frohman's company in "Gloriana." Successively managed by Thomas W. Prior, Ira J. LaMotte, David Henderson, George A. Fair, Gustav Luders and others. Its name was changed to the Dearborn on September 4, 1898, and later to the Garrick, under which name it still flourishes.

The newly opened Apollo (for many years the Olympic Theatre) stands on the historic ground occupied in the sixties by Kingsbury Hall, the old

From a Stereoscopic View by Copelin and Melander

Southeast corner of Clark and Randolph Streets showing on the left the engraving establishments of W. D. Baker and of S. D. Childs next to Colonel Woods' Museum, the stores below the latter being occupied by H. M. Higgins' Piano and Music Store and Ideson & Company carrying rubber goods. It was said that this Chicago Museum, after the destruction of Barnum's Museum in New York, was the largest collection of curiosities on this continent. The building included a theatre. B. F. Chase, Chicago's best known sign artist; Morris & Co., handling furs, hats and caps, and the Matteson House complete the block extending to Dearborn Street. On the right was Chicago's famous importing jeweler, A. H. Miller—the most elaborate establishment of the kind in its day. In the basement of this building was the then humble establishment of P. Keller, who later became renowned as a "ladies' boot maker."

Tribune corner. It was rebuilt as a theatre and opened by J. H. McVicker in August, 1875, with a stock company in "Apple Blossoms." It had a varied fate until it was leased by Kohl & Middleton in May, 1885, who opened it with Laura Dainty in "A Mountain Pink," with George A. Castle as its manager.

The Haymarket, in West Madison Street near Halsted, opened Christmas Eve, 1887, with Tom Keene in "Richard III," Will J. Davis managing it for ten years. It passed on December 5, 1896, under the control of Kohl & Castle and was given up to continuous vaudeville. Jay Rial also managed this house as well as the Chicago Opera House.

The Great Northern Theatre was leased by A. M. Palmer and opened on November 9, 1896, with Henry Miller in "Heartsease." Palmer was succeeded by the Hopkins-Thayer-Hight company, and they in turn by David Henderson, who controlled it from November, 1897, to June 25, 1898, when it became a vaudeville house under Salisbury & Tate.

The Chicago of the older days after the Fire had many neighborhood theatres on the South, North and West sides, nearly all of which are dim and fading memories today, their places usurped by motion-picture houses, and their names forgotten. Among them may be mentioned the Standard, later the Bijou, at Halsted Street and West Jackson Boulevard; the Clark Street Theatre at North Clark and Michigan Streets; the Windsor, later the Lincoln, at Clark and Division Streets; the Alhambra, at State Street and Archer Road; Hopkins', Havlin's, and many another of which hardly a record exists outside of the daily newspapers of that distant time. Peace be to them all! They sought to interest and amuse, and sometimes they paid.

J. W. Taylor Photo

Central Music Hall, a fragrant memory. A view taken in 1889. All the greatest artists, musicians, and lecturers appeared in this famous hall. Here Professor David Swing held his audiences spell-bound on Sunday mornings. The entire block is now occupied by the retail establishment of Marshall Field & Company. In this Burley & Tyrell's establishment was just between the Music Hall and Marshall Field & Co.

Social Problems

CHICAGO of that day was not without its social and moral problems, any more than is the Chicago of this day. The saloon was accepted as one of the institutions of the day, and it played an important part as a social center. It had not at that time fallen into the hands of unscrupulous politicians and grasping beverage manufacturers whose greed in later days was to bring prohibition on the land with its many resultant evils.

was fond of taking risks, and one of his favorite sports was to hazard somewhat of his substance at the card table or at the race track—for the love of horse racing had long survived the era of the jovial Mark Beaubien.

Also there was what has come to be known as the underworld, but it kept pretty well to itself. It occupied sections of the younger city tacitly given over to it, and seldom invaded the business

Col Wood's Museum
BAKER'S WOOD ENGRAVING ROOMS
H.M. HIGGINS PIANO FORTES & MUSIC STORE
BELTING PACKING & HOSE RUBBER GOODS
CHILD'S
BOOK BINDERY
ISAAC HITT & CO REAL ESTATE & WAR CLAIMS
G.G. THOMAS IVORY TURNER
PITTSBURGH FT. WAYNE & CHICAGO RAILWAY OFFICE
H.M. HIGGINS
MATTESON HOUSE
WEIGHING NEAR 900
SHOE MA

Courtesy of the Chicago Historical Society

Colonel Wood's Museum, which was at first Aiken's. It was at 111-17 Randolph Street, where Kingsbury's Hall formerly stood. It was opened on August 17, 1863, with curiosities. In November of the same year the new stage was dedicated by the Holman Opera Company in "The Bohemian Girl." It was bought by Colonel J. H. Woods in January, 1864. When burned in 1871 "Divorce" was running.

There was drunkenness, but there was a remarkable paucity of crimes attributed to drink as compared with later days when inebriation became much more rare.

There was also gambling. The letter of the law forbade it, but except for spasmodic raids when complaints of the reform element became too clamorous, there was no serious attempt to abolish it entirely. Then, as now, the average American

or the residential sections. Perhaps the most vigorous blow ever dealt this condition was by John Wentworth, when he was mayor in 1857. One of the most notorious spots in the city was near the lake front on the North Side, where now is Chicago's famous "Gold Coast," peopled by millionaires and steadily invaded by clubs, hotels and office buildings costing millions each.

This place was called "The Dens in the Sands,"

Haverly's Theatre—built by J. H. Haverly in 1881—was on the south side of Monroe Street between Dearborn and Clark Streets, where the Monroe motion picture theatre now stands. Mr. Haverly had been the manager of the new Adelphi, which was built on the site of the old Post Office Building on the northwest corner of Dearborn and Monroe Streets, the walls of the old Post Office having been used in the building. In 1885 the name of Haverly's Theatre was changed to The Columbia during an engagement of Henry Irving and Ellen Terry. It was reconstructed by J. D. Carson and reopened on October 1, 1888. It was destroyed by fire March 30, 1900.

and was known far and wide. The financial stringency of 1857 had thrown many men out of work and some of them had taken to crime for a living. Many such lived among the women of the "Dens," and doubtless many were supported by the women.

Mayor Wentworth ordered the "Dens" cleaned out. The mayor in person led a squad of thirty policemen into the district. They tore down five houses and four shanties, and the next day fire was set to six buildings which had survived the first day's raid.

Of course there was no shadow of legality in such a proceeding, but—excepting those who had been

From a Stereoscopic View by Copelin and Melander

This is another view of Aiken's Museum with the establishment of B. F. Chase and Hild at the right, the latter firm having been founded in 1849.

raided—the action was accepted as a worthy effort toward better conditions. But the same thing happened then as happened in the next century when a somewhat similar action was taken by legal means—the moral sore, instead of being excised, was scattered all over the city. The evicted women took up their residence in neighborhoods which theretofore had been excellent; and the criminals, likewise distributed all over Chicago, preyed on the public with even more audacity than before.

Sports

As HAD been said, Chicagoans have always loved fast horses, and any sporting or athletic event could safely count on eager patrons. Horse racing on the dirt roads, or on the ice of the river in winter, and cards at all seasons, were the earliest games. But in 1836 a billiard hall with two tables was opened in Couch's hotel.

It was not until 1844 that Chicago had a formal race track where the "sport of kings" might be indulged. It was conducted by W. F. Myrick "out on the prairie" in the tract now bounded by Indiana and Vincennes Avenues, and Twenty-sixth and Thirty-first Streets. Thereafter the city each year enjoyed a racing season, and there, on June 12, 1848, "Jack Raster" and "Lady Jane" trotted in harness for a purse of $1,000.

In 1854 the Garden City racetrack was opened, and speedily became Chicago's favorite sport resort. There were staged some famous events between the most famous horses of that time—"Chicago Maid," "Tony Parker," "Gipsy Queen," "Ten Broeck," "Flora Temple," "Ike Cook," and other steeds brought on from the East.

A rival to the Garden City track appeared in 1863, the Chicago Driving Park Association. It opened with the most successful meet ever held in the city, and the next year, 1864, put up purses totalling $25,000 for the trotting races. Nobody in that day ever dreamed of a harness horse making a mile in less than two minutes, so when "Cooley" trotted against "Traveler" and "Lady Sherman" in 1865, and made a record of 2:36, there was excitement all over the land.

Another famous racing organization was formed in 1871, the Dexter Driving Association. It also put on a splendid racing card, and attracted the best horses in the country, among them "Lucy" and the famous "Goldsmith Maid."

Kadish's Natatorium at the northwest corner of Jackson and Michigan Avenue, where now stands the Railway Exchange Building, flourished in the eighties.

In addition to racing, Chicago in this period organized curling clubs, held rowing matches, organized a yacht regatta among all the states bordering on Lake Michigan, put on rifle tournaments and pigeon shooting matches, played cricket, and—most important of all in view of later developments—saw the beginning of baseball. The Union Baseball Club was organized August 12, 1856.

This, then, is the picture of Chicago as the seventh decade of the nineteenth century dawned: A city of 300,000 population, spread over a territory of some thirty-three square miles, builded almost exclusively of wood excepting a few blocks of brick and stone in the business center.

A city of homes and churches, of factories and shops, of shaded streets and kitchen gardens, of stables where horses and cows were kept, in reality, an overgrown village. Coming upon Chicago from the north, or the west, or the south, one saw from afar the smoking chimneys of industrial plants, chiefly along the line of the river; spires of churches pointing upward from among green trees; glint of sunlight on the windows of cottages where dwelt the great mass of the home-owning, industrious people; a hedge of masts and spars marking the course of the river, where the shipping lay crowded; and finally the brick and stone of the city's commercial section, where hotels and stores of five or six stories were common.

A homogeneous city as compared with what it became in later days. A city settled principally by Nordics—English, Scotch, Irish, German, French and Scandinavian by descent and often by birth. No hint, as yet, of the horde of less assimilable immigrants from less favored lands. Almost no hint of the tragic race problem of the United States: that, as yet, was still the problem of the South, groaning under the yoke of reconstruction. Chicago did not then dream of the vast influx of negroes in the days to be.

A city young; powerful beyond its own conception; ambitious to outdo everything that every

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Nichol's Beach at Seventy-fifth Street. A favorite rendezvous for bathers. This photograph was taken about 1898. The style of the ladies' garments tells the story.

other city had accomplished; crude, yet open and manly in its strength, and reaching out gropingly but consciously after the refining influences of culture in religion, in literature, in art, in science. A city which even then, unconsciously, had begun dimly to realize the art, the beauty, the refinement, which lie in even her most prosaic industries when they are properly appreciated.

Interior of Hooley's Theater which will recall many pleasant memories to the theater goers of the 'eighties, when Rosina Vokes, the Kendalls, E. S. Willard, Sothern, Mansfield and other stars appeared there.

La Salle Street looking south from Washington in 1878. The first Bell Telephone central office was in the building marked by the arrow. Building of the Board of Trade opened May 1, 1872.

The Palmer House which was erected in 1869 at the northwest corner of State and Quincy Streets, and was destroyed in the fire of 1871.

The Great Fire

THE most spectacular event in all the dramatic history of Chicago was, without doubt, the Great Fire of 1871. Not only did it grip the imagination of the civilized world by the suddenness and the magnitude of the disaster, the completeness with which a city of 334,000 people was physically obliterated; it marked an epoch in the city's cultural existence. It separates with a distinct, vivid demarcation the Chicago of old from the Chicago of today. It was at once the direst calamity and the most precious blessing the city had ever known.

kept horses and cows, and the barns were of wood, and were full of straw and litter. Shingle mills, planing mills, box factories and other plants full of inflammable—almost explosive—material, were scattered all over the city. Wooden bridges spanned the river. Even the less combustible business blocks of brick or stone often had shingle roofs, and all were full of goods which burned readily.

Nature had prepared for the event. All summer and early fall of 1871 had seen a terrific drought. It is of record that less than an inch and a half of

From Harper's Weekly, Oct. 28, 1871. Copyrighted

Chicago in flames—the rush for life over Randolph Street Bridge.

Volumes of history, of rhyme, of fiction and of anecdotes have been written on the Great Fire. What is here set down is meant to give, in as compact form as possible, the causes of the fire, and the influence it wielded in the making of the Chicago of the present.

It was inevitable that the city, built as it had been, should burn. Except in the few blocks which formed the business center, the city was constructed almost entirely of wood. Frame buildings were crowded one against another, varying from one to six stories in height. A great many families

rain fell on the parched city between the Fourth of July and the day of the fire. The whole city was dry as tinder, quivering in the heat, and awaiting a spark to set it off.

While the date of the Great Fire is officially October 9, 1871, the destruction of the city really began two days earlier—without the events of that earlier day the city might not have been destroyed at the time it was, nor quite so thoroughly.

The first blow fell on the night of Saturday, October 7, 1871, about 10:30 o'clock. Fire, from an undetermined cause, broke out in the Lull & Holmes

planing mill at what was then 209 South Canal Street, between Jackson and Van Buren Streets.

Patrick O'Leary's cottage and milk depot on DeKoven Street between Jefferson and Clinton Streets.

It was a neighborhood of very modest frame dwellings, lumber sheds and small shops, with a paper box factory and other inflammable buildings close by the planing mill full of shavings and dry lumber. A high wind was blowing, and only prompt action and heroic work on the part of the fire department, aided by the citizens, prevented the entire city from burning then. As it was, the fire was confined to four city blocks bounded by Adams, Van Buren, Clinton Streets, and the South Branch of the river. Almost everything in these four blocks was consumed.

The remainder of the city was saved temporarily, but at the expense of worn and damaged fire apparatus, and a fire department tired out by the strain of eighteen hours of exhausting work. It was not until 3 o'clock Sunday afternoon that the firemen returned to their stations. And that night the real blow came, when the department was least prepared to meet it.

A little before 9 o'clock on that Sunday night, October 8, 1871, the Great Fire began in a little cow stable, 16 by 20 feet in size, in the rear of Patrick O'Leary's humble frame dwelling at what then was 137 DeKoven Street, only about four blocks west and south of the scene of the fire of Saturday night.

Exactly how that fire started the world probably will never know with certitude, nor does it greatly matter. There have been several versions, but

The Marine Hospital was built facing the north on the parade-ground of old Fort Dearborn reservation, Michigan Avenue being the western and the Illinois Central Station the eastern boundary, Sturges & Buckingham's elevator is shown further east. This view is from the Fire Cycloramic painting by Gross.

The Court House ruins.

From a Stereoscopic View by J. Carbutt

The ruins of the Grand Pacific Hotel, after the Great Fire of 1871.

those who actually knew were not frank about the matter, and the story generally accepted is that of the cow and the lamp. Mrs. O'Leary was said to have been milking the family cow by the light of a kerosene lamp, and the cow, hot and restive, kicked and overturned the lamp in the straw.

residents gave their attention to saving what they could of their belongings and warning their neighbors, for the fire spread with amazing swiftness. And nobody turned in a fire alarm.

It was not until the fire had been burning for about half an hour that the watchman at a hose

From a Stereoscopic View by J. Carbutt

Ruins from Lake Street looking northeast. South Water Street is in the center.

Whatever the cause of that slight beginning—that little tongue of flame which a single bucket of water would have quenched at the start, the fact remains that the fire department was not notified for perhaps half an hour—and then through a series of blunders prompt action was not taken. The house eleven blocks away saw the flames and turned out his company. A few minutes later the watchman on the Court House tower also saw the flames, but he misjudged the distance, and sent the engines to a spot a mile beyond the real fire. Even when he discovered his mistake, no alarm was

turned in to call out the engines closest to the fire. So the flames had almost an hour, fanned by a high wind among most inflammable material, before the fire department really got to work.

Also, be it remembered, the department had just been through a long battle with fire, and the men were exhausted and the apparatus in poor condition. The men did what they could, but all their efforts made little or no impression. The wind rose to a gale, it picked up great masses of blazing material and scattered it over whole blocks

West of the river, the fire swept away almost everything north of De Koven Street and east of Jefferson as far north as Van Buren Street. East of the river flames ate their way northeastward to the lake at about Seventh Street, and from there took almost everything between Halsted Street and the lake, as far north as Lincoln Park. They even swept north along the west side of the park, covering a strip a few blocks wide, as far as Fullerton Avenue.

And when the flames had burned themselves out,

From a Stereoptic View by P. Greene

Ruins of St. James's Church at the southeast corner of Cass and Huron Streets after the fire. The north tower and part of the facade were retained when the church was rebuilt.

of territory and started a score of new fires. The very atmosphere, so dry and heated, seemed explosive, and bursts of flame were seen at points far removed from the buildings actually on fire. Before midnight the flames had leaped across the South Branch of the river and swept fiercely down upon the business section of the city. When midnight struck, and the fateful Ninth of October was ushered in, Chicago was doomed.

this, in round numbers, is the measure of the destruction they had wrought:

Two thousand two hundred acres of closely-built territory had been devastated, 15,768 buildings destroyed, and 94,000 persons rendered homeless. Three hundred men, women and children dead and thousands suffering from slight injuries and exposure. And of the valuation of $580,000,000 placed on the city, $188,000,000 had been destroyed.

Reconstruction

Here, indeed, was opportunity to display that "I will" spirit which has done so much to place Chicago in the forefront of the world's great cities. Before the fire had ceased to burn plans were being laid for the city which was to rise from the ashes of the dead Chicago. The task of preserving order, of feeding the hungry and sheltering the homeless, the supplying of water, the prevention of epidemics —all these were mere details. The really great thing was the high resolve, the steadfast heart, perfect confidence with which the city instantly turned a terrible disaster into a blessing.

Temporary aid was necessary—and it was forthcoming. Individuals, firms, cities, foreign nations, rushed to help Chicago care for her helpless. St. Louis, the business rival of Chicago, sent $300,000; New York, Brooklyn, Rochester, Baltimore, Cincinnati, Indianapolis, the District of Columbia, Montreal, Toronto and the smaller cities of Canada, the Common Council of London, Queen Victoria and President Grant, and scores of municipalities and thousands of individuals gave quickly and gladly. Regular soldiers of the government and the militia of the state, with tents and provisions, were rushed in to preserve order and aid in rescue work.

Looking northeast from the Water Tower after the fire. The style of building here depicted was typical of the period and many examples are still extant.

But in her own unquenchable spirit Chicago found her greatest asset, and even while caring for the destitute and burying her dead, the city was working on plans for the city to be. That spirit was fittingly displayed by W. D. Kerfoot, a real estate dealer. The fire of Monday swept away his home, his business office and every penny he pos-

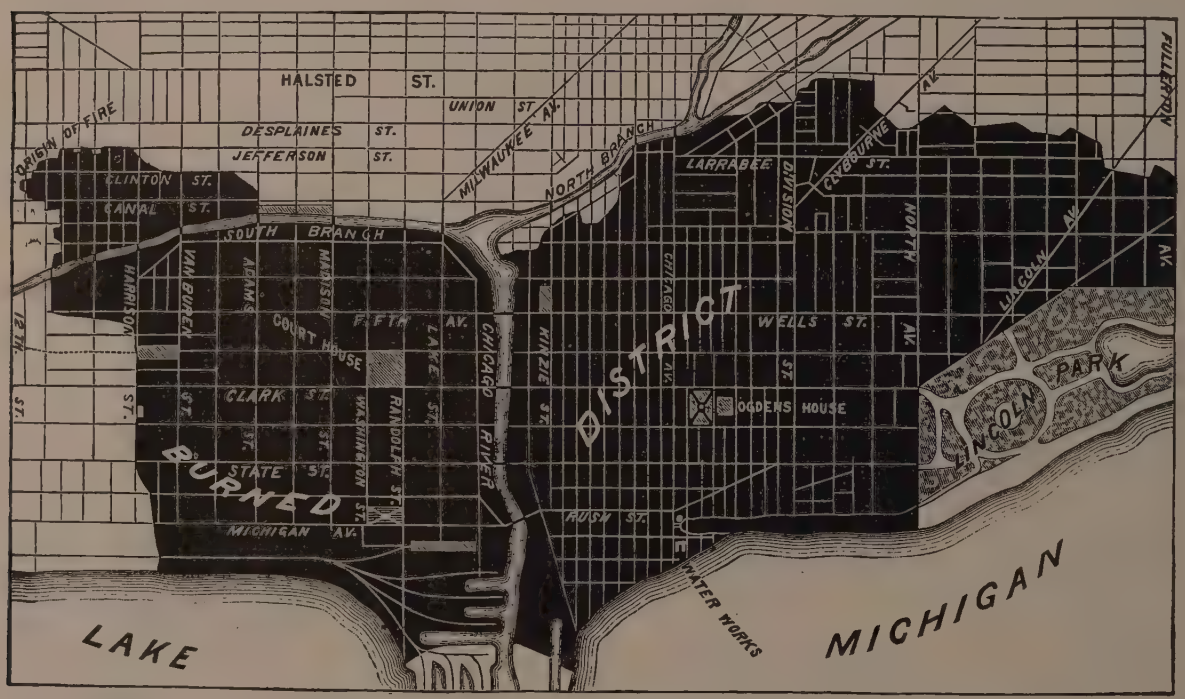
sessed, but he and his family escaped alive. The very next morning—October 10—he and his clerk, with a few boards, erected the first "business building" of the new Chicago. It was a mere shanty, 16 by 20 feet, and bore the jaunty sign, "Kerfoot's Block." Over this he hung a notice: "Everything gone but wife, children and energy."

This monument to Chicago's pluck did not even stand on the site of Mr. Kerfoot's former office, because the smoking ruins and walls were still too hot; but he built "Kerfoot's Block" right out in Washington Street, between Clark and LaSalle, and there he dealt in real estate for a week, until

Eastern wholesale houses displayed a canny judgment of the spirit of Chicago business men. Though they knew that most of the merchants had lost everything, and that little of the insurance was collectible, one after another of the big eastern firms wired their customers in Chicago:

"We suppose you are burned out. Order what goods you need, and pay for them when you can. We want your trade."

The city authorities winked at a technical law violation, and permitted temporary frame buildings on the east side of Michigan Avenue, and within three weeks most of the business firms were



Map of Burnt District in the Great Fire, 1871.

the ruins had cooled and he was ordered to move it elsewhere.

Not always have the relations between Chicago and the State of Illinois been pleasant, but on this occasion the legislature, then in session at Springfield, came promptly to the rescue of the stricken city. Only eleven days after the fire an appropriation was passed by the legislature assuming the city's canal debt and placing almost $3,000,000, free of interest, at the service of the city to rebuild the eight bridges and three viaducts destroyed by the fire. They were all replaced within a year. It may here be said that the only regular communication between the North and South Sides for more than three months was the street car tunnel in La Salle Street.

doing a thriving business, housed in frame shanties while new store buildings were being erected.

Mayor R. B. Mason and the city council took vigorous hold of the reconstruction problems, and with the aid of state and national troops the lives and property of the citizens were safeguarded. On the day of the fire the mayor established a temporary office at Ann and Washington Streets. A few days later the council was transacting business at the Madison street police station. And within a week after the fire a new, temporary city hall was authorized. Such speed was made on the project that on January 1, 1872, less than three months after the fire, the building was completed and occupied by the council, the mayor, and various city and county officers. It covered the old "reservoir"

lot owned by the city at La Salle and Adams Streets, about 175 feet square, and was built around and over the reservoir tanks.

It was intended merely as a makeshift, and was without any pretense at architectural beauty or durability. Building and furnishings cost the city only $75,000. But it was commodious, and it was quickly available, which covered the two most important points. Because of its ramshackle appearance it was nicknamed "The Rookery," but should not be confused with the handsome office building later erected on the same site, Adams and La Salle Streets, and which bears the same name.

From a Stereoscopic View by Copelin & White

Mahlon Ogden's residence, facing Walton Place and extending from Clark to Dearborn Streets, the only house left standing on the North Side in the path of the fire. The Newberry Library is now on the site.

Replacing the Records

The utter destruction of all the county records in the fire gave rise to another serious reconstruction difficulty—title to the real estate on which the new structures must rise. Deeds, transfers, abstracts of title, mortgages, liens—records of every kind—were gone. Men who had the means feared to build lest their title be called in question; those without means could offer as security lots to which they could not prove title.

In this emergency again the Chicago Spirit cut the Gordian knot, and found a quick solution of an unusual difficulty.

There were three firms carrying on an abstract business, and each of the three saved most of its records from the fire. In the interest of the public they combined their preserved records, and at the session of 1872-73 the state legislature passed the "Burnt Record Act" legalizing titles based on their records.

Using this set of abstracts as a basis, Cook County presently began copying the records and establishing a complete set of official realty trans-

fers. The work occupied several years, and cost some $125,000, but it was finally completed, and titles to Chicago realty today are as solid as those of any city in the country.

Joseph Medill, Mayor

At the municipal election one month after the Great Fire, the city chose as its mayor one of the outstanding men of all its history, one who was splendidly equipped to administer just then. He was Joseph Medill, publisher of the *Chicago Tribune,* who more than any other one man had been responsible for the nomination and election of Abraham Lincoln both in 1860 and in 1864, and who through all the years had labored to build up the city of his choice.

In his inaugural message Mayor Medill exhibited the breadth of view and the comprehensive grasp of the difficulties and the exceptional opportunities of Chicago which might have been expected of him. Instead of giving all his attention to a spectacular and speedy rebuilding, he insisted that ample precautions be taken to prevent a recurrence of the catastrophe.

"A blind, unreasoning infatuation in favor of pine for outside walls, and pine covered with paper and tar for roofs, has possessed many of our people," he said in his message. "The outside walls of every building in Chicago should be composed of materials as incombustible as brick, stone, iron or slate."

He demanded that the fire limits be extended as far as the city limits, and that only buildings of safe construction be permitted inside them.

He urged that the city put in an adequate water system, keeping in mind the possibility of another battle with fire.

Courtesy of Emil Rudolph

Kerfoot's "Business Block," erected by Mr. W. D. Kerfoot and his clerk at Washington and La Salle Streets on the day after the Great Fire is the office where until recently was the Chamber of Commerce Building, the home of the Chicago Real Estate Board. From left to right: Alexander Wolcott, Emil Rudolph, ——, W. D. Kerfoot, ——.

Most of the mayor's recommendations were translated into ordinances, and Chicago went forward with her reconstruction program, bearing in mind the lessons of 1871. Also, there was speed. In the first year after the fire, permits were taken out for new buildings covering a street frontage of more than eight miles, at a contract price of more than $38,000,000.

Proof that the lesson of safe construction had been learned is shown in the material used in the new buildings. Nine hundred and sixty-five were of brick, 200 of stone, 20 of iron and only 65 of frame. In height they ranged rather evenly from one to four stories, with 88 five-story, 10 six-story and one seven-story structures.

Architecturally, it marked a decided advance beyond the pine and tar-paper school of the Chicago which had just disappeared. There was a marked tendency to follow the ornate styles then prevalent in France and Italy, which was not altogether suited to the needs of Chicago. Also, the need for haste was such that each builder was a law unto himself, and the result sometimes was a hodge-podge of various schools which did not al-

From a Stereoscopic View by J. Carbutt

Michigan Avenue at Adams Street immediately after the fire, showing the temporary frame buildings erected for business purposes on the east side of the Avenue.

The temporary City Hall, built in 1871 around the Water Tank at the southeast corner of La Salle and Adams Streets served until 1885. The tank being a favorite pigeon roost, the building came to be known as "The Rookery," a name which has been given to the handsome office building now on the site.

Chicago's first City Library, established in 1871, in the Water Tank.

Courtesy of Jas. W. Hedenberg

The trying time when the horse disease—known as the "epizootic" was prevalent, in the year 1872. Note the animals "muffled."

After the Fire the fashionable residences of the sixties were replaced by places of business. The above view is from the southeast corner of Michigan Avenue and Randolph Street.

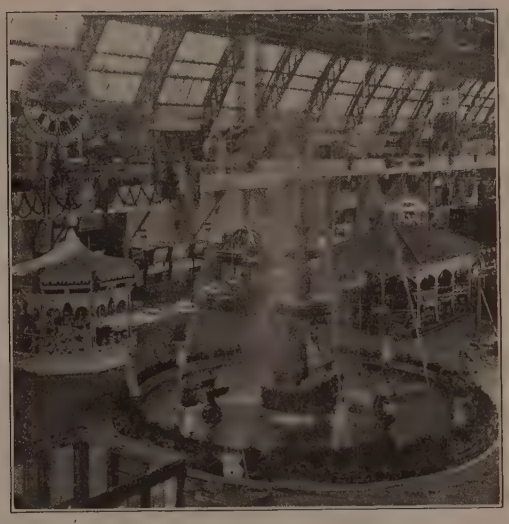
Courtesy Inter-State Photo Service

The Chicago Interstate Industrial Exposition was first projected in 1871 by J. Irving Pearce, William F. Coolbaugh, Potter Palmer, Cyrus H. McCormick and R. T. Crane and opened in 1873. Although there was a deficit every year until 1877, these enterprising citizens felt that it was good business for it helped to re-establish confidence after the Great Fire. Here Theodore Thomas' summer night concerts and many grand operas were given in the eighties. It was razed in 1891 to make way for the Art Institute.

The Exposition Building from the south end near Jackson Street and Michigan Avenue.

The north wing of the Exposition Building near Monroe Street and Michigan Avenue.

Interior of the Exposition Building. Prominent are the Anderson mirror exhibit and the Partridge drygoods booth.



Interior of the Exposition Building showing the grand fountain, the C. F. Gunther confectionery pavilion, and a piano exhibit.

ways harmonize. Here and there, however, arose splendid examples of good taste and a sense of the fitness of things, and the result as a whole was perhaps better than one had a right to expect.

Also, Chicago was feeling its way toward that comprehensive plan of city construction as a whole which has been called the "City Beautiful." There was, as yet, no James Simpson, no Charles Wacker, nor even a Daniel Burnham, with a Chicago Plan Commission to urge, to advise, to direct, and to give their lives to making the city grow proportionately. But there was the germ of that in the Chicago of 1872, a growing sense of proportion and beauty, a vision of what the Chicago of another century would need, and what might be done in that day to secure it in advance.

The city clung faithfully to its lake front, permitting no permanent buildings east of Michigan Avenue between Twelfth Street (now Roosevelt Road) and Randolph Street. Also, blindly, gropingly, guided apparently by instinct, the city permitted the Illinois Central Railroad to use the debris from the fire to fill in new land along the lake front—the foundation for the marvelous Grant Park of today.

"Fine Arts Institute," the forerunner of the Chicago Art Institute. This stood at the southwest corner of Michigan Avenue and Van Buren Street.

Business Revives

TYPICAL of all that is best in Chicago's business spirit and business methods is the course of the Chicago Board of Trade when the city was destroyed. The Board had a lease on rooms in the Chamber of Commerce building, and held its meetings there. Three days after the fire the directors of the Board of Trade adopted a resolution "that the Board of Trade notify the directors of the Chamber of Commerce that it holds to and will comply with the provisions of its lease, and requires said corporation to rebuild at once, as we wish to reoccupy the building at the earliest possible day."

The Chamber of Commerce had already taken action. The second day after the fire the directors

From a Stereoscopic View by Copelin and Melander

The Chamber of Commerce Building erected at the southeast corner of Washington and La Salle Streets in 1865. The quarters of the Board of Trade were in the second story. This was occupied until the Great Fire destroyed the building October 9, 1871.

had adopted a resolution to rebuild at once on the old site, and on the day after the Board of Trade resolution was adopted, while the stones and bricks in the ruins were still warm, work of clearing away the debris was begun. The first stones of the foundation were laid on November 6, the bricklayers were at work on December 6, and within a year the new building was ready for occupancy.

On October 9, 1872, the first anniversary of the Great Fire, the new building was formally opened with a ceremonious "house warming." There was an impressive parade, Mayor Medill sat with other dignitaries on the platform, and delivered an address.

This building housed the Board of Trade until its directors decided to erect a home of its own nearer to what the leaders foresaw was to be the financial heart of the city. They chose a site on Jackson Boulevard, where La Salle Street crosses it and makes a "jog" to the eastward. There, planted

Photograph by J. W. Taylor

The Chicago Board of Trade which was erected in 1883 and recently demolished to make room for the new home of the Board, which will be completed in 1930. This photograph was taken in the late 'eighties at a time when the old clock tower was still intact. The dome of the clock tower was removed in the 'nineties.

squarely across the south end of that long stretch of La Salle Street which reaches from Jackson Boulevard to Lincoln Park, was erected what was at that time "without question the most costly and ornamental structure of its kind in the world." This Board of Trade Building, dominating "The Street," was formally opened on April 29, 1885, with elaborate ceremonies.

Invited guests were present from Liverpool, Montreal, Toronto, New York, Philadelphia, Minneapolis, St. Paul, Denver, Mobile, Dubuque, Sacramento, Indianapolis, Richmond, Providence, Nashville, Milwaukee, St. Louis, Baltimore, Boston and other centers.

The results of this move by the Board of Trade have fully justified it. Office buildings, banks, bond houses, brokerage offices, financial houses of all kinds, have flocked to La Salle Street, both the great telegraph companies established main offices near by, and it has become the third, if not actually the second, most famous financial thoroughfare in the world.

When the Great Fire had burned itself out, and Chicago took stock of the little that was left and set about building a more splendid city than the one which had been destroyed, then came to the front the real city builders, whose names are household words to this day.

Dry Goods Merchants

The name which first comes to mind when one thinks of "merchant princes" is Marshall Field & Co. The firm had its beginning back in 1856, under the name of Cooley, Wadsworth & Co. Marshall Field became a partner in 1860, and under various names the firm thrived and grew until, in the year of the Great Fire, Marshall Field and Levi Z. Leiter were doing business as Field, Leiter & Co.

Their loss in the fire amounted to $3,500,000, and all they could collect from the crumbling insurance companies was $250,000. Then was demonstrated the spirit of the real Makers of Chicago. Field, Leiter & Co. opened for business immediately after the fire in the stables of the street car company at Twentieth and State Streets, while they rebuilt their store at State and Washington, and put up a wholesale house at Madison and Market Streets.

A scene on the floor of the Chicago Board of Trade, commonly known as the "Pit." Many memorable "battles of the giants" took place in this historic building, which stood from 1884 until 1929.

The history of the firm has closely paralleled the history of Chicago from that day. Both of these men always had the most supreme confidence in the future of the city, and never hesitated to back that confidence with all their means. Because of such men Chicago has grown beyond belief, and because of the city's growth the firm has become known around the world for integrity, enterprise, and the magnificent scale on which it operates what is perhaps the world's finest department store, and its far-reaching wholesale dry goods business.

Another name which stands out among the merchants of Chicago, both before and after the Great Fire, is that of John V. Farwell & Co. This firm had its genesis in 1847 as Wadsworth & Phelps. John V. Farwell became a member in 1850. In 1864 Marshall Field and Levi Z. Leiter joined the firm for a year, the name being Farwell, Field & Co. When Field and Leiter quit the firm to start another house, the name of John V. Farwell & Co. appeared on the sign, and as such the house is still known, one of the foremost wholesale dry goods firms of the country.

In 1868, on the retirement of Potter Palmer, Messrs. Field and Leiter removed their dry goods business from 110 and 112 Lake Street to the Singer building at the northeast corner of State and Washington Streets, which they occupied until the Chicago Fire in 1871. Fashionable residences and the Second Presbyterian Church are seen at the right.

The large store of the Farwell firm at the old number, 112-116 Wabash Avenue, was swept away by the Great Fire, but with the spirit which animated all the real city makers, the firm never hesitated for a moment. First at Monroe and Frank-

lin, and later at Monroe and Market, the old structure was succeeded by larger and more modern ones, and from that day forward John V. Farwell & Co. has kept pace with Chicago in expansion and prosperity.

Opposite the site of old Fort Dearborn on the north bank of the Chicago River stands another monument to the foresight and pluck of Makers of Chicago who refused to be downcast by the utter destruction of their business by the Great Fire. Hibbard, Spencer, Bartlett & Co. had been in the hardware trade in Chicago under various names since 1855. Store and stock were swept away in the fire, but a temporary store was thrown together, a new stock was ordered and in a short time they were again serving their customers. Of such were the men who rebuilt Chicago on its ruins in 1871.

Photograph by J. W. Taylor

The canyon of La Salle Street with the façade of the Board of Trade. This picture was taken in the late nineties. The Rookery Building and the Royal Insurance Company are at the left.

Another great merchandising house of today owes its present high position to the spirit which refused to accept defeat. Mandel Brothers, whose department store is one of the show places of Chicago, were twice burned out within three years,

each time with terrific losses, and twice they rebuilt their shattered fortunes and arose to success.

The firm was founded in 1855 by three brothers, Leon, Emanuel and Simon Mandel, and their first store was at Van Buren and Clark Streets. They were prospering when the Great Fire swept everything away. They could find no better location at first than Twenty-second Street and Michigan Avenue, but they reopened their store there.

The next year they built a store of their own at the corner of State and Harrison Streets, moved in, and gathered about them their old customers. Then, in 1874, they were swept into oblivion again by the fire which destroyed several blocks of the South Side.

Again the plucky brothers came back, and opened a store on Washington between State and Dearborn Streets. And again they rebuilt their fortunes, and presently were able to establish themselves among the leaders of merchandising houses. Their store at State and Madison Streets, on what is called "the busiest corner in the world" is known far and wide.

Other firms that served discriminating shoppers were Ross & Gossage, later Charles Gossage & Company, Mr. C. C. Boyles being "the company;" Hotch-

After a Jevne & Almini Print

View looking north on State Street in 1865, showing the Merchants Hotel, afterward the St. James, at the northwest corner of Washington and State Streets. On the southeast corner is the marble yard of George W. Prickett, and beyond is Tobey's furniture store between Washington and Randolph Streets.

"Three miles south from Chicago was Myrick's Tavern in 1837," wrote A. D. Field, in his "Recollections." The location was Cottage Grove Avenue about Twenty-ninth Street. In 1856 John B. Sherman located yards here but they continued to be called "Myrick's Yards." The above view seems to have been taken from the I. C. tracks looking westward.

kin Palmer & Company, Coutant & Company, Carson, Pirie, Scott & Company, Partridge & Company and Chas. A. Stevens & Brothers. Biographies of representatives of these firms appear in the biographical section of this volume.

The Packers

The industry of meat packing is indissolubly associated in the minds of men all over the world, with the name of Chicago. And not without reason, for, through the sagacity and the courage of the men who builded Chicago, this city is the world's center for that industry.

First among the names of the founders is that of Philip D. Armour, a native of New York State, who went overland to California in the gold rush of 1848, made a few thousand dollars, and came back to Milwaukee to start a pork packing house in partnership with John Plankinton.

Inevitably he was drawn to Chicago, recognizing it as the very hub of the industry. Also he established branch plants at Kansas City and Omaha. He made the name of Armour and Company famous wherever canned or preserved meats are eaten.

From a Stereoscopic View by J. Carbutt

The Transit House. Originally known as the Hough House, this hostelry was for many years the headquarters of stockmen from all parts of the country. It was destroyed by fire and the Stock Yards Inn now stands on the site.

P. D. Armour had an uncanny faculty of foreseeing the trend of the markets. For instance, he felt that the Civil War was drawing to a close early in 1865, and that pork, then selling at $40 a barrel, would drop to less than half that price. Accord-

ingly, he went to New York and on the exchange there began to sell pork "short"—selling whole train loads at the market price, to be delivered later. He did not have the pork, but felt sure he could buy it cheaply before the delivery date.

Richmond fell, Lee surrendered, the war ended, the demand for pork to feed the troops fell off, and—as Armour had foreseen—the price fell to $18 per barrel. He bought it at that price and delivered it to those who had bought at $40, and cleared more than $1,000,000.

His great sagacity was shown again in 1878, when he took the opposite position in regard to the market. He foresaw a strong demand for pork, but the other packers and dealers expected a slump and began to sell short. Armour bought and bought, until—at market prices—he had lost many millions of dollars. Then came the demand he had foreseen, prices bounded upward, and his winnings were counted by millions.

A man with such clear judgment would scarcely be expected to underrate the ability of Chicago to rise again after the Great Fire, and Philip D. Armour was another of the Makers of Chicago who stood firm, who refused to "sell Chicago short," and aided in bringing to the city a prosperity greater than it had before known.

South Water Street west from Dearborn Street. Before the fire wholesale hardware, grocery, spice, sugar and tobacco houses centered here.

Another man, loyal through the fire as he had been through the Civil War, to the Chicago which gave him his opportunity, was Benjamin P. Hutch-

inson, grain and provision trader, meat packer, banker, and city builder.

He came to Chicago deeply in debt through a failure in the shoe business in Lynn, Massachusetts, in 1857. He invested $5 in a membership on the Chicago Board of Trade, and began buying and selling grain. He was one of the shrewdest men the market ever knew when it came to forecasting the movement of prices. He had no set system, but played the market from day to day and from hour to hour, trusting nobody but himself, and was pres-

The name of Swift must always stand out prominently in any account of the development of the meat packing industry in Chicago, from the days when Archibald Clybourne built the first slaughter house on the North Branch of the Chicago River in the twenties, and when Gurdon S. Hubbard bought hogs from the prairie farmers and drove them to the settlement to be killed.

It was in 1875 that Gustavus F. Swift, who had been a butcher and cattle trader since 1861, came with his partner, J. A. Hathaway, from Albany,

Photo by Kaufman & Fabry

The evolution of the "Yards" from the days of the Clybournes and the Myricks is evidenced by this view of the cattle pens taken in 1928.

ently known to everybody as "Old Hutch." Within five years he paid off all the debts he had incurred in the Lynn failure, and had a little fortune.

"Old Hutch" went into the meat packing business, and laid the foundation of what later became the Chicago Packing Company. There he made more money.

Then he turned banker, helping to found the First National, and afterward the Corn Exchange, of which for years he was president.

"Old Hutch" was a splendid example of the bold, fearless type of men who stood by Chicago in adversity, and made it the city it is today.

New York, to Chicago and began business here. The business grew and prospered, and three years later the firm name was changed to Swift Brothers and Company, and in 1885 the name was again changed and the firm incorporated as Swift & Company, as it has remained.

Faster and faster the business expanded, and the firm was compelled to establish branches at Kansas City, Omaha, St. Louis, St. Joseph, St. Paul and Fort Worth in rapid succession and in the order named. From the modest beginning in 1875, the business had so increased that at the time of Mr. Swift's death in 1903, the employees of the firm

numbered more than 7,000 men and women, and the annual business more than $160,000,000.

On the death of the founder, his six sons, whom he had trained to all phases of the work, took up his burden and are still carrying it on, with constantly increasing success. They are Louis F. Swift, president of the firm; Alden Butler Swift, vice-president; Charles Henry Swift, vice-president and director; Edward Foster Swift, vice-president; Gustavus Franklin Swift, Jr., vice-president; and Harold Higgins Swift, vice-president and director in the firm.

The firm of Swift & Company is a monument to Scotch thrift and integrity. Gustavus F. Swift was a Cape Cod Yankee, born of Scotch parents, and his whole life was plain and open as a book. He was a strict master, but just. It is said that almost all his letters to subordinates closed with this injunction

"Please answer this and say that you have carried out these instructions."

Nelson Morris was another pioneer packer who, starting at a monthly wage of five dollars as an employee of John Sherman, eventually founded his own packing establishment which, as early as 1873, was doing a business of eleven million dollars a year. The thirty acres occupied by the firm of Nelson Morris & Company at the yards became one of the outstanding packing plants of America, and was one of the Big Five until their final absorption by Armour and Company in 1923.

The Goodrich Docks, at Michigan Avenue and the river. The wholesale grocery house of Wm. M. Hoyt & Co. (on the site of old Fort Dearborn) was at the right.

Another of the old-time packing firms, prosperous and noted in its day, was Libby, McNeill & Libby. This firm is not known to Chicagoans of the present day because it was absorbed years ago and merged into Swift & Company.

The firm was founded by A. A. Libby in 1868, and twenty years later was incorporated for $1,000,000.

When the firm first began operations in Chicago it was composed of the three partners, Charles P. and Arthur A. Libby and Archibald McNeill, and

at times as many as five employees, and the first year's business was less than $60,000. Its name then was A. A. Libby & Company.

In a few years the firm had so grown that it was slaughtering a million and a half cattle yearly, and firm wrote off a loss of $250,000—but there was never a thought of giving up. The factory was rebuilt, and today the grandsons of the original James S. Kirk, native of Glasgow, Scotland, carry on under the old name.

From a Stereoscopic View by J. Carbutt

Looking east at the intersection of South Water and State Streets. At the southeast corner is the wholesale grocery house of McKindley, Gilchrist and Company.

doing a business of between three and four million dollars a year.

When the fire destroyed Chicago, there was on North Water Street, on a site now partly occupied by the widened North Michigan Boulevard, the largest soap and perfumery manufactory in the United States. The sign in front read "James S. Kirk & Co." After the flames had died down this

Grocery Firms and the Provision Trade

From the day the very first settlers came to what is now the city of Chicago, the place was a central depot, a distributing center, of provisions. Its location at the head of navigation on the Great Lakes, and the crossroads of the routes followed by the

coureurs du bois, gave it great advantage over all other points.

First, the traders brought knives and trinkets for the Indians, and traded them for furs and skins. Then they began to handle corn, meats and other provisions. And in a short time, comparatively, Chicago was recognized as the best outfitting point in the West.

At a surprisingly early date some of the noted houses of later days were founded and flourishing. Among the prosperous houses of later years which were founded in the early days may be mentioned Franklin MacVeagh & Co., Sibley, Dudley & Co., Pollard, Doane & Co., Reid, Murdoch & Fisher, Deane Bros. & Lincoln, Henry Horner & Co., Satterlee, Wells & Faulkner, H. C. Durand & Co., Corbin, May & Co., Sprague, Warner & Co., McNeil & Higgins, Merrian, Collins & Co., Steele-Wedeles Company and W. M. Hoyt Company.

One of the earliest dealers in foodstuffs in the city was the firm of Henry Horner & Co., founded at the corner of Randolph and Canal Streets, in 1842 by Henry Horner. The house dealt primarily in flour and wholesale groceries. For seventeen years the house prospered at that site, and then removed to a large store at the old numbers, 78 to 82 West Randolph Street. Henry Horner was one of the founders of the Chicago Board of Trade.

The house of Merriam, Collins & Co. is a direct descendant of the firm of Whitaker, Harmon & Co., of which Franklin MacVeagh was a member. It operated first at 52 River Street, in a single room. That was in 1865.

After years of growth and prosperity the firm became Merriam, Collins & Co., on January 1, 1885, one of the foremost dealers in wholesale groceries, fish and flour.

In the early sixties the noted house of Schimpferman & Son, dealing in groceries, wines, liquors and cigars, was founded here by W. H. Schimpfer-

Z. M. Hall's wholesale grocery establishment was in the Lind Block, at Randolph and Market Streets. Owing to its isolated position, this building was not burned and stands today, a relic of the pre-fire period.

man, who came here from Peoria. He lost $60,000 in the Great Fire, but immediately reopened on West Madison Street, and later removed to the east side of the river, and for many years was well known as a dealer in choice goods.

The firm most associated in the public mind with the handling of California fruits and fancy foreign products in early days was Porter Brothers, established at Chicago in 1869. Within twenty years the house was doing an annual business of over a million dollars, its California fruit business alone filling 300 freight cars.

with delight to the instruments fabricated by the Kimball factories.

Not once, but twice in two years was the musical instrument firm of Lyon & Healy burned out, and not once but twice did the spirit of the Makers of Chicago flame high and strong in their breasts, and urge them to rebuild and go forward. And today the firm is one of the best known in the world, doing business in every civilized land.

George W. Lyon, of French Huguenot stock, and Patrick Healy, direct from Ireland, organized the firm in Chicago in 1864, and opened a very modest

This building, which housed Smith & Nixon's and Lyon & Healy's salesrooms, was at the corner of Clark and Washington Streets.

Piano Makers

So closely associated with Chicago that the history of one is inevitably interwoven with that of the other, is the famous music house of W. W. Kimball Company, makers of organs and pianos.

It was established in Chicago in 1857, and from that day to this has been one of the very foremost in its line. Always it has worked for the city, and has employed generations of Chicago workers in its great factories.

The Kimball factories are among the finest in the world, and the Kimball Building, at the corner of Jackson Boulevard and Wabash Avenue, is known far and near as a musical center. Few auditoriums in the country have heard more, and none better, musical recitals than those given in Kimball Hall, in this building.

Not Chicago alone, but all the world, has listened

store at the corner of Washington and Clark Streets. They grew so rapidly that in 1870 they had to move to a larger store at Washington Street and Wabash Avenue—and that same year they were entirely burned out.

They rented a new store at the old number, 150-152 Clark Street, bought an entire new stock, and installed it just in time to be swept away, with the rest of the city, in the Great Fire of 1871.

A few days after the fire they were again open for business out on West Madison Street until they could move to an old frame church at Sixteenth Street and Wabash Avenue. They so thrived that presently they were able to erect a permanent building of their own at Monroe and State Streets. That, too, they later outgrew, and established themselves in the modern palace of music at Wabash Avenue and Jackson Boulevard.

All the world is familiar with the cut which in olden days accompanied the Lyon & Healy adver-

tisement—the tall, whiskered man with bearskin hat, vigorously pounding an immense drum. And all the world recognized the indomitable spirit of the men who survived disaster after disaster, and builded up an institution of incalculable service to the cultural forces of the city.

and Wabash Avenue, which had been largely built up with cheap wooden structures, some of them many years old, some put up temporarily to care for business while the main portion of the city was being rebuilt.

Fifteen city blocks, and one thousand buildings,

Michigan Avenue north from Congress Street about 1868 showing Terrace Row on the left. In the distance may be seen the Pullman Palace Car Offices and at the northeast corner of Michigan Avenue and Randolph the Illinois Central train shed and grain elevators "A" and "B" at the mouth of the river. The latter escaped the fire and is still standing. The Basin was a harbor for pleasure craft.

The Fire of 1874

Another fire, which in other circumstances and in other cities would have been considered a major calamity, visited Chicago on July 15, 1874, less than three years after the Great Fire had done its work. This conflagration of 1874 struck the region south of Van Buren Street between Clark Street were swept by this fire, and everything in the area leveled to the ground. Several large firms which had opened in that district temporarily while their stores were being rebuilt, were again hard hit; but for the most part the fire was a blessing, and was so regarded. In a few years the district was built up again, and this time with durable brick, stone and iron structures.

Some Unique Personalities

Allan Pinkerton

NONE of Chicago's sons ever had a more romantic career than Allan Pinkerton, whose name is inseparably bound up with detection and punishment of crime. In a very real sense he was a son of Chicago, though he was a native of Glasgow, Scotland, and though he won his first fame as a law officer in Kane County, Illinois.

While he was working at his trade of cooper at Dundee, Kane County, young Pinkerton learned of the existence of a band of counterfeiters operating on an island in the Fox River. Alone and unaided, he broke up the gang and secured the conviction of the leaders.

Yet, Allan Pinkerton claimed the right to decide for himself whether he should uphold or defy a law. He was a violent abolitionist, and he refused to support the constitution and the law regarding fugitive slaves. He was a close friend and protector of John Brown, later hanged for the Harper's Ferry uprising; and he was one of the pillars of the "underground railroad" by which fugitive slaves were shipped out of the country.

Filled with such sentiments, it was inevitable that Allan Pinkerton should take part in the Civil War. His first service in that regard was to discover, in Baltimore, while investigating a robbery for a railroad, a plot to assassinate President Lincoln on his way from Springfield to Washington for

The George M. Pullman residence at Prairie Avenue and Eighteenth Street was an example of French Mansard architecture of extreme elegance. The hospitality of this mansion was famous among several generations of old Chicago families. It was on the terrace east of the house that President Benjamin H. Harrison, in 1890, delivered the address in dedication of the Massacre Monument seen at the right.

This exploit attracted the attention of William L. Church, then sheriff of Cook County, and he brought the young amateur to Chicago and appointed him deputy sheriff. In 1855 Mayor Levi D. Boone appointed young Pinkerton the first detective of Chicago, and he entered in earnest on the career of crime detection which made him famous around the world.

Another "first" in this connection was the organization, while he was still a deputy sheriff of Cook County, of the Pinkerton Detective Agency, the parent of all private investigating concerns in the United States. To this day it has operatives in every land on the globe, and protects life and property in thousands of places and by thousands of means which never know the light of publicity.

the inaugural. Pinkerton was put in charge of the case, and he safeguarded the president through the streets of Baltimore and got him to Washington unharmed.

President Lincoln remembered this when the Civil War began, and he appointed the young detective head of the secret service division of the Union armies. His organization and administration of that remarkable body of men throughout the war is now history. In several volumes of his own works, and countless books written about him, are set forth the almost unbelievable achievements of this remarkable man in the pursuit and capture of criminals, the prevention of crime and the safeguarding of life and property.

One of Chicago's best known and best beloved

citizens of recent years was his eldest son, William A. Pinkerton, known all over the world to tens of thousands as "Uncle Billy," head of the great detective agency. Keen business man, philosopher, bon vivant and a lover of the artistic, "Uncle Billy" was one of a coterie of congenial souls who lived in a bohemian atmosphere in the midst of a highly commercial age.

George M. Pullman

One of the outstanding figures of the Chicago of 1871, when it was struggling to its feet amid the fire ruins, George M. Pullman, belongs also to the Chicago of both an earlier and of a later date.

It was George M. Pullman, the young engineer late from New York State, who in 1856 showed Chicago how to lift itself from the mud. He raised great brick buildings into the air, builded foundations under them, and made possible the raising of the city's grade.

It was this same George M. Pullman who, three years later, began the manufacture of the world's first combination day and sleeping railway coaches. The Pennsylvania road was using, in 1857-58, some very crude bunk cars for its passengers, but they were of no service in the daytime. Pullman's first cars, put on by the Chicago & Alton system, were mere improvements on this arrangement; but in 1863 he rented from the Alton an old shop in which his men turned out the world's first sleeping car which was usable as a coach by day.

There are few more romantic careers than that of George M. Pullman. He had no capital with which to begin, and citizens of the late fifties and early sixties loved to tell of Pullman haunting the outgoing trains and selling tickets to his sleeping car berths. Most railroad men thought him foolish, but President John W. Brooks of the Michigan Central line believed that his patrons would like the new sleeping car, and signed a contract with Pullman to furnish him with cars. The Burlington and the Great Western followed, and in 1867 the Pullman Palace Car Company was organized, shops were opened in Detroit, and completed cars began to roll out upon the nation's railroads.

Then, with the vision of an ideal manufacturing community which has appealed to so many men of wealth, George M. Pullman bought 3,500 acres of land south of Chicago, deeded 500 acres of it to his Palace Car Company, and laid out what later became the town of Pullman, and still later a part of the City of Chicago. There is carried on one of the world's greatest industries—the building of Pullman Palace cars; and there have been builded up thousands upon thousands of happy and prosperous homes of workers, and many of the world's greatest fortunes among those who did not fear to risk their capital.

It was an ironic trick of fate that the Town of Pullman, which its great-hearted founder hoped might be a living example to the world that Labor and Capital could work peaceably together to the happiness and profit of both, should have been the scene of one of the world's most bitter and bloody strikes. That, however, was far in the future, and for many years Pullman cars were turned out regularly, to the mutual profit of capitalist and worker.

This, then, was the George M. Pullman who was

Chicago Massacre Monument at the foot of 18th Street marks the battle ground of 1812.

one of Chicago's foremost citizens at the time the Great Fire swept the city, and who stood steadfastly by the city of his choice and assisting in rebuilding the devastated area and strengthening the morale of the people. The residence where he and his admirable wife for many years dispensed hospitality stood near the foot of Eighteenth Street, in the very shadow of the historic "Massacre Tree," beneath which the fugitives from Fort Dearborn were slaughtered and scalped by the Indians back in 1812. It was Mr. Pullman who at his own expense erected the unique monument there commemorating that event.

And it was this same George M. Pullman who,

at the time of the World's Columbian Exposition, gave so freely of his time, his talents and his wealth to make that event the success which it was, and the most notable of its kind the world ever saw.

Dwight L. Moody

There is no more shining example of the spirit which reclaims a city or a man after a calamity, than the Rev. Dwight Lyman Moody, best known to the world as a revivalist, and as the founder of the Moody Bible Institute of Chicago.

Moody was never an orator in the sense that he could deliver a polished and artistic address; but in power of persuasion, in personal magnetism and in earnestness the world has seen few to equal him. He was so poor a speaker that when he joined a church in Boston in his young days, and his enthusiasm led him to try to address meetings, the church officers told him he had "better try to serve God in some other way." And this experience was repeated after he came to Chicago in 1856 and joined the Plymouth Congregational Church. He was so poor a speaker that he was advised not to talk in public.

Then he found his bent. He began to teach Sunday school, and to recruit students. He rented an old saloon and held classes in it. He preached Christianity to the Confederate prisoners at Camp Douglas during the Civil War. Then he helped organize the Young Men's Christian Association, and became first its city missionary, then its president. The Great Fire found him using the Association's assembly hall as his church. And the day after the fire saw him, church and dwelling gone and of all his possessions nothing remaining except his Bible.

The corner of State and Adams Streets, about 1886. W. W. Kimball Piano Co. on the southeast corner, where the Republic Building now stands. The Tobey Furniture Company was on the northeast corner, E. T. Lehmann (The Fair) on the northwest corner, and at the foot of Adams Street the old Exposition Building, where the Art Institute now stands.

Then did Dwight Lyman Moody show the spirit of the Makers of the City. In less than a month, on the ruins at Ontario and Wells Street, was built a frame "Tabernacle," and he was launched on his life work as an evangelist.

In company with Ira D. Sankey, the famous gospel singer, he toured the world, holding revival meetings and drawing men and women into the church by the fervor and power of his appeals—in spite of what church officers had once told him about keeping his mouth closed.

And to this day the Moody Bible Institute is one of the most influential factors in training evangelists and missionaries in Protestantism.

Later Cultural Institutions

Art Institute

THE decade which followed the Great Fire saw the founding of one of the most powerful cultural influences that has ever moved Chicago or any other city—the splendid Art Institute of Chicago, which today ranks second in the United States among similar organizations. And it was not founded by artists, nor the literati, nor by any of those who might have been expected to foster such an undertaking; but by the hard-headed business men of the city.

Marshall Field, who had lost a tremendous fortune in the fire, and who then was just recovering from that blow, was one of the prime movers. Associated with him were Ferdinand W. Peck, George E. Adams, Murry Nelson and Charles D. Hamill. They first called their organization the Academy of Fine Arts, which was incorporated May 24, 1879; but a few years later they changed to the present name. The Institute bought, at a sheriff's sale, the pictures of the defunct Academy of Design, and with this nucleus began to build up one of the most splendid galleries of paintings, sculptures and other objects of art, both original and copies, the country today contains.

The second building of the Art Institute later became the home of the Chicago Club, an interior view of which is here shown.

The Art Institute has been a powerful factor in training, in its splendid school, artists who gather from all over the country. Its alumni have won fame everywhere.

But far, far above this service has been the good it has done by putting within reach of the masses of the people the works of the world's greatest artistic geniuses. Every day for a small fee, and on certain days of every week without any charge at all, the people gather and view the paintings of the great masters, reproductions of the marbles which established ancient Greece as the world's unapproached artistic center, the productions of cunning gold and silversmiths, carvings in jade and ivory which enriched China and Egypt long before the Christian era—the best things the world of art has produced since civilization dawned.

It is impossible to estimate the effect of thus constantly showing, day after day and year after year, the beautiful and the artistic, to the citizens of Chicago. The refining and elevating power of simple beauty was realized by those Makers of Chicago, and the Chicago of today is in no small measure due to their foresight and sacrifice in placing it within the power of the older men and women as well as the children, to study the works of the masters.

The Art Institute was first located at the southwest corner of Monroe and State Streets; later it removed to Michigan Avenue and Van Buren Street. All the world is now familiar with the exquisite building which the Institute today occupies in Grant Park at the foot of Adams Street. It has been well said that nothing in the building is more artistic than the structure itself.

Chicago Public Library

Perhaps no other public institution so well illustrates the attitude of Chicago and the outside world toward reconstruction and rehabilitation as does the Chicago Public Library.

While Chicago was still in ashes and mourning the loss of splendid private collections and such subscription libraries as existed before the fire, a group

of English gentlemen with Thomas Hughes of Rugby at their head started a subscription to supply the need, making an appeal throughout England for books. Libraries and individuals almost immediately contributed some seven thousand volumes. Queen Victoria personally presented an autographed copy of her book "The Early Years of the Prince Consort," Sir Alfred Tennyson, the poet laureate, Sir John Lubbock, Thomas Carlyle, William E. Gladstone, Tyndall, Spencer, and a long list of celebrities signed appeals for contributions, and some 8,000 volumes were sent from England. Friends of the undertaking in this country also came to the rescue, and presently the fire was seen to have been a blessing, though at the time well disguised.

A mass meeting was held at Plymouth church in January, 1872, to devise means of putting the library on a permanent basis. Mayor Medill presided, and appointed a committee, of which Thomas Hoyne was chairman, to prepare a bill for a free library, and present it to the legislature.

A free reading room was opened in the "Old Rookery," the temporary city hall at Adams and La Salle Streets, and the books were kept in the old iron tank which had stood on the lot and around which the hall had been built.

In 1874 Dr. William F. Poole of the Cincinnati Public Library was called to take charge, and the Chicago Public Library was removed to the corner of Madison and Wabash Avenue. It then had 17,000 volumes. The growth was so rapid that it had to be moved more than once, including a period of several years in the city hall. Finally, in 1897, the magnificent $2,000,000 structure on the site of the old Dearborn Park at Michigan Avenue and Washington Street was completed, and it entered its permanent headquarters.

The 17,000 volumes of 1874 have now become

Copelin and Melander stereoscopic view

Park Row from Michigan Avenue. The Illinois Central Railroad depot now occupies this site.

1,700,000 volumes, and the library is rapidly outgrowing its present building. Fortunately, the foundations were laid with a view to adding several stories when—as the planners foresaw would be the case—they should become necessary.

The Newberry Library

Another great cultural influence which arose in the years following the Great Fire is found in two great free libraries, the Newberry and the Crerar.

The John Crerar Library

John Crerar, who died in 1889, left $4,000,000 of his estate for the founding of another great, free library. In this case, also, the heirs disputed the right of the trustees to the money, but after years of litigation the courts held that the will was valid, and today the Crerar Library has few equals as a reference source. It is especially strong in the medical works it has accumulated, and is a godsend to scientific students.

Courtesy Inter-State Photo Service

View from Wabash Avenue and Van Buren Street showing the Pullman Building at Adams Street, the Exposition Building, the Leland and Richelieu Hotels and the Beaurivage Apartments, a famous abode of bachelordom, afterward the Victoria Hotel.

The seed had been sown years before. Walter L. Newberry, who died in 1868, left half his estate, amounting to $2,149,000, for the founding of a library on the North Side. Contests by the heirs kept the legacy tied up in the courts for years, during which it greatly increased in value. When the widow died, in 1885, the trustees took possession of the money, and the present splendid reference library has been builded and maintained to the glory of Chicago.

The University of Chicago

Near the close of that period of time extending from the Great Fire to the World's Columbian Exposition, Chicago saw the genesis of one of the world's greatest institutions of learning, the mighty school whose graduates are in the front rank of the arts and sciences, industry and service to mankind, all over the world—the University of Chicago.

This was not the first time there had been a

University of Chicago. Such an institution made a start many years before, but was a financial failure and passed out of existence. It was in 1854 that U. S. Senator Stephen A. Douglas, who had come to Chicago to live, offered the Presbyterians a tract of ten acres of land on the lake shore between Thirty-fourth and Thirty-fifth Streets if they would found a school. The land was not accepted, but later it was offered to the Baptists and accepted. to found a school if they would raise $400,000 more. The offer was accepted, and the money was pledged in ninety days. Then Marshall Field donated a block and a half of land, two and a half more blocks were bought, the city vacated the streets in the tract, and the school had 25 acres lying between Washington and Jackson Parks, north of where the Midway now is, and east of Ellis Avenue.

The charter of the University of Chicago was

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The first Chicago University, located on the west side of Cottage Grove Avenue between Thirty-fourth and Thirty-fifth Streets, was opened to students in 1858, William Jones heading the Executive Committee. The institution had a distinguished faculty and numbered many of Chicago's ablest citizens, both men and women among its graduates.

The cornerstone of the first building was laid that same year, and Dr. J. C. Burroughs resigned the pastorate of the First Baptist Church to accept the presidency of the school. But it was not properly financed, mortgages grew to a total of $320,000, and in 1885 the property had to be sold.

Then came John D. Rockefeller, so roundly denounced throughout so many years because of his growing wealth, and offered the Baptists $600,000 issued to John D. Rockefeller, Marshall Field, E. Nelson Blake, Fred T. Gates, Francis E. Hinckley and T. W. Goodspeed.

Among the trustees that first year were such well-known names as Ferdinand W. Peck, Andrew McLeish, C. L. Hutchinson, Prof. William R. Harper, Martin A. Ryerson, H. H. Kohlsaat, George A. Pillsbury, and Judge Joseph M. Bailey.

Prof. Harper was chosen the first president, and

John D. Rockefeller gave another million dollars to the school. Marshall Field gave $100,000 on condition that $900,000 more be raised, which was done. The Ogden estate gave $800,000. Mrs. Charles T. Yerkes, wife of the street car owner, presented the university with the magnificent observatory at Lake Geneva, Wis., which bears his name. Money in tens of thousands was given by such subscribers as S. A. Kent, H. A. Rust, George C. Walker, Silas B. Cobb, and the Mesdames Martin A. Ryerson, Henrietta Snell, Mary Beecher, N. S. Foster, and Elizabeth Kelley.

Battery "D," which stood at the northeast corner of Michigan Avenue and Monroe Street. Here fairs, charity balls and large social affairs were held during the eighties.

From time to time since then the endowment fund of the university has been increased by gifts and bequests until it is one of the most solid institutions, financially, in the land. The gifts of John D. Rockefeller alone have amounted to something like thirty-five millions of dollars.

The Press Club

It was in this period of rejuvenescence after the Great Fire that the Press Club of Chicago, the oldest organization of its kind in the United States, and with half a century of splendid tradition written into its history, was formally organized.

Informal meetings at irregular dates were held over a series of years by the brilliant if erratic writers of the daily papers of the early seventies, but there was no formal organization at that time. Usually they met at some favorite cafe where impromptu entertainments were put on, and sociability was the keynote.

After some years of this irresponsible social enjoyment, there was a serious effort to unite the writers into a formal body which should elect officers, hold regular meetings, and to some extent standardize the proceedings. Incorporation papers were taken out in 1879. Formal organization was perfected at a meeting in the old Briggs House on January 15, 1880, when twenty-five men signed the roll as charter members. Among them were men who have since made their names known around the world. They include Melville E. Stone, "father" of the Associated Press; John E. Wilkie, long head of the U. S. Secret Service; Joseph R. Dunlop, later

president of the club; Franc B. Wilkie, W. K. Sullivan, Lawrence Hardy, James Maitland, and others.

The Press Club of Chicago soon became a powerful cultural influence, and was known far and wide for the entertainments it gave, and the distinguished men and women who honored it by their presence, and by it were honored. The most famous musicians, actors and actresses, poets, authors, statesmen and scientists were proud to be invited to the club, and today the letters, autographed portraits and programs on which they were named, adorn the walls of the club rooms. Presidents of the United States, ambassadors and senators have been among its members, and frequently have addressed the meetings.

The Press Club of Chicago has passed through periods of depression, as have most institutions in the city. But today it is one of the city's important cultural influences, and under its auspices the World's Fair Commission has issued a call for a Press Congress of the World to be held in connection with the centennial celebration of the incorporation of Chicago as a town. No one influence has been more powerful than the Press in building up the Chicago of today, and no more fitting tribute could be paid the Press than this convention of the finest minds of the world's newspapers.

Women's Clubs

ONE of the oldest, and perhaps the best known and most influential of all the many women's organizations of Chicago or of the world, is the Chicago Woman's Club, formed in 1876, five years after the great fire.

The Woman's Club has never permitted itself to be drawn into either partisan politics nor sectarian religion, though its activities often have to do with both political and religious action. Neither has it suffered itself to become a mere adjunct to society. From the beginning it has devoted its genius and its energies to educational and social betterment. Its first president, Mrs. Caroline M. Brown, and all the brilliant women who have succeeded her, have held the same course.

The Chicago Woman's Club has instituted and carried out a program of civic and cultural work not exceeded in any city in the country, even setting precedents in our national government.

The following words from the Club pledge are significant:

"I pledge myself to my country, the United States of America, without reservation. I will uphold with unswerving loyalty her government, her laws and her ideals."

The Club is responsible for the formation of the National Federation of Women's Clubs.

The roster of distinguished presidents following Mrs. Brown is: Dr. Julia Holmes Smith, Mrs. Helen S. Shedd, Mrs. Henry L. Frank, Dr. Leila G. Bedell, Mrs. L. M. Heywood, Celia Parker Woolley, Lucy M. Flower, Mrs. J. P. Harvey, Dr. Sarah Hackett Stevenson, Miss Ada Sweet, Mrs. Lydia Avery Coonley, Mrs. Elizabeth H. Ball, Mrs. Mary C. Remick, Mrs. L. D. Sherman, Mrs. Caroline M. Edwards, Mrs. Mary L. Matz, Mrs. Ellen M. Henrotin, Mrs. L. B. Carpenter, Mrs. Gertrude Blackwelder, Mrs. M. B. Upton, Mrs. N. J. O'Connor, Mrs. George Bass, Mrs. H. W. Cooley, Mrs. M. F. Johnson, Mrs. E. H. Winslow, Miss Grace Temple, Mrs. M. S. Tyler, Mrs. Anna Wilmarth Ickes, and Mrs. Andrew MacLeish.

A few of the movements set on foot by the Chicago Woman's Club are: Foundation of a protective agency for women and children; placing night matrons in police stations; segregation of children at Dunning; first legislation and work for the blind; placing a psychopathic director at the bridewell; inaugurating the first work for social hygiene in the city; introduction of manual training, domestic science and sewing in the schools; first scholarship at the Art institute; establishing scholarships in philosophy and sociology at the University of Chicago; selling $1,784,250 worth of Liberty bonds; sending two of the first ambulances to be shipped overseas during the world war—but we could go on for many more lines merely enumerating the splendid contributions made to the public welfare by this the second oldest woman's club in this part of the world. The first woman's club in point of time was the Fortnightly which antedated it by a few months and which was dedicated mainly to literature.

The Club will soon open its new home on East Eleventh Street where a long life of usefulness can safely be predicted for it. Mrs. Andrew MacLeish is the Club's president.

Woman's City Club

It is almost nineteen years since two hundred of the leading women of Chicago held a meeting, organized the Woman's City Club, and started it upon that career of urging, advising, guiding and directing toward a better Chicago which has made this organization such a power for good.

It was the late United States Senator Medill McCormick who gave the suggestion on which the club was founded. He was talking with Mrs. Mary Wil-

marth concerning the civic evils which beset the city, and said:

"I wish you women would form some kind of a club to combat our civic evils. We men have tried and failed; perhaps you women can do something."

In response to this suggestion a meeting was called, and on June 4, 1910, an organization was perfected. Mrs. Wilmarth was elected the first president. She was succeeded the next year by Miss Sophronisba Breckenridge, who also served for one year. Miss Mary E. McDowell wielded the gavel for one year. Mrs. Joseph T. Bowen served for five years, and the present incumbent, Mrs. B. F. Langworthy, has held the office for five years.

The Woman's City Club has occupied a very definite field of its own, and its work has overlapped in only the slightest degree that of any other body. It has confined its activities to promoting civic righteousness, and guarding the larger interests of the city. Perhaps its official platform gives the best insight into its field of activity:

"Adequate and safe school buildings.

"Better recreational facilities.

"Divorce of politics from administrative and judicial branches of government.

"Equitable taxation.

"Home rule, extension of the merit system in civil service, and revision of election laws.

"Housing improvement.

"Humane care of animals.

"Jury service for women.

"Protection of children from exploitation.

"Scientific care of women offenders."

The Woman's City Club has thirty civic committees whose duties are to look after the work done by a like number of committees of the city and county government. From the beginning the club has held steadily to a policy of co-operating with public officials in enforcing laws, rather than a zeal for new legislation.

Policies, and not political parties or candidates, have engaged its attention; yet in the pursuance of this policy it has of necessity influenced elections, always in a strictly non-partisan spirit. One of its effective services is to send out, before each election, information regarding candidates and their attitude toward those things in which the club has interested itself.

The active membership of the club is, in round numbers, 2,500 of the intelligent and influential women of Chicago. Officered by women known all over the country for their ideals and their high attainments, the Woman's City Club may well be proud of its influence on the city's growth, and the regard in which it is held by the citizens.

Among the fine achievements to its credit may be mentioned the city ordinance ordering matrons to have charge of women and girl prisoners at the city jails; the law requiring women physicians to attend the female patients in insane asylums; the establishment of the first free kindergarten in the Boys' Industrial School; and the co-operation and co-ordination between the homes of Chicago and the American Red Cross during the World War.

The Young Women's Christian Association

This admirable institution was organized April 12, 1877, and their first quarters were in a little room in Arcade Court where "respectable girls from both town and country were aided in finding employment." It was a small home "to shelter the young and innocent women who had no home." Ten years later they were able to purchase the home of John B. Drake at 288 Michigan Avenue for $40,000, the money being raised largely through entertainments and from money that came in through room and board. Another ten years passed and the old Drake home was torn down and a seven story building, costing $142,000 was erected and though beset with many vicissitudes in eight years the mortgage was paid off.

The Harriet Hammond McCormick Memorial Residence of the Y. W. C. A. at the northeast corner of Dearborn Avenue and Oak Street.

Today, after fifty years of an existence as a monument to the wonderful that this organization has accomplished, they can point with pride to the beautiful eleven story building, thoroughly modern in all its appointments, a combination hotel and club house, the gift of Cyrus H. McCormick in memory of Harriet Hammond McCormick. It is for the use of the independent and self-supporting young business women of Chicago. Years of climbing upward and growing, a few years of standing still, and at times possibly even slipping back, with the final climbing onward with the same idealism as the early pioneers had through the expression of real service, changing always with the changing times, and with a future that holds the promise of still greater achievement.

Illinois Woman's Press Association

Another organization which has made invaluable contribution to the cultural side of Chicago is the Illinois Woman's Press Association. Nominally, it covers the state, and its roll of membership confirms this; but in practice it is almost entirely a Chicago enterprise.

It was organized largely by Dr. Julia Holmes Smith among a group of women writers who for years had been meeting informally at her residence; and to this day Dr. Smith, hale and hearty despite her years, is one of its guiding lights. It is affiliated with the Illinois Federation of Women's Clubs, the International League of Press Clubs and the National Editorial Association. Among its founders appear such names as Frances E. Willard, Sarah Hackett Stevenson, Caroline Alden Huling, Mary A. Ahrens and Harriet A. Farrand.

Among the women of a former generation who were proud to have their names on the roll and take part in the meetings were such as "Marion Harland" Terhune, Myrtle Reed McCullough, Julia Ward Howe, Susan B. Anthony, Lady Isobel Somerset, Gene Stratton Porter, Baroness von Suttner and Elizabeth Gordon.

On the roll of active members are brilliant newspaper and magazine writers and editors, artists and others engaged in kindred lines both in the city and downstate.

In the entire forty-five years of its existence the I. W. P. A. has held its regular meetings and carried on its work for the advancement of the literary interests of women.

Other Clubs

Other clubs formed by the women in that period, and which wield a powerful influence for good, include the Fortnightly, dating back to 1874, making it the first woman's literary association of the city. It was literary and artistic. The Friday Club, also literary and artistic but operating on the North Side, includes such names as Mrs. Charles Henrotin, Mrs. Emmons Blaine, Mrs. Chatfield-Taylor and Mrs. J. B. Waller, Jr. As an example of this club's service, at the request of Mrs. Potter Palmer it gave, at her Lake Shore Drive residence, a bazaar for the benefit of the Children's Building at the Columbian Exposition, and netted $47,000.

Then there are the West End Women's Club, the Fortnightly Junior composed chiefly of sub-debs, the Arché Club, the Cordon and many, many others, all of them potential in the cultural life and welfare work of the city.

The Elegant Eighties

Cable Cars

A GREAT forward step in providing transportation for the city was the substitution of cable cars for the horse-drawn vehicles which in their day had been such an improvement over the horse and wagon. The cable car was invented by a San Francisco engineer to get street cars over the steep hills of that city where horses were not strong enough. It was adapted to Chicago's streets, and the first line was laid in State Street as far south as Thirty-ninth, late in 1881. Cars were first run over the line in January, 1882.

Cables were quickly laid in Wabash and Cottage Grove Avenues, and in a few years the heart of the city was connected by cable with Jackson Park, and as far south as Sixty-seventh Street. The cars were capable of a speed of eight to fourteen miles an hour, and of course were not dependent on the strength or endurance of animals for steady and continuous operation. The cable cars, more rapid in operation and much more dependable, proved a great factor in building up especially the south part of the city, bringing workers in and taking them home with such regularity that they could afford to live farther from the business section.

Until electricity was installed as the motive power, the cable cars continued in service. And until very recent days one might still see, in streets which had not been torn up since the eighties, the iron-bordered cable slot between the tracks on which electric cars whizzed along at thirty miles an hour or more.

The Haymarket Riot

The most spectacular conflict with disorder, both in the violent means employed by the disorderly element and in the swift and stern repression by law, is known to history as the Haymarket Riot.

Much unemployment and general low wages had given rise to great dissatisfaction among workingmen. This dissatisfaction was purposely aggravated and intensified by professional agitators who preached violence and revolution; and, as has almost always been the case, the disturbers were foreign born, already outlawed from their home lands for deeds of violence.

This deliberate campaign against orderly government bore fruit on the evening of May 4, 1886, at an open air meeting at Haymarket Square, at the corner of Randolph and Desplaines Streets.

The meeting had been widely advertised, and a large crowd gathered, some of whom were really rabid against all civilized government, but most of whom were moved by idle curiosity.

Mayor Carter H. Harrison had been warned by his police heads that he should forbid a meeting so openly committed to preaching anarchy and violence, but he held that the right of free speech should not be infringed unnecessarily. He himself attended the meeting, but left when convinced that it would remain peaceable.

But after the mayor had gone the anarchist orators warmed to their work, and urged the "working classes" to rise in revolt, overthrow the government, and seize power for themselves. Then

Grace Episcopal Church, Wabash Avenue between Fifteenth and Sixteenth Streets.

Police Inspector John Bonfield, with a squad of his men, ordered the crowd to disperse. The anarchists roared defiance, and Bonfield ordered his men to draw their clubs and disperse the mob.

The police were attacked with stones, sticks and revolvers, and a fight was in progress in a moment. While the disorder was at its height one of the anarchists hurled a bomb which exploded among the policemen. Eight men were killed and many others wounded.

The case is important here, not by reason of the number of lives lost, but because it was meant to open a revolution, and by reason of the quick and thorough stamping out of the nest of criminals.

The state brought to trial and convicted eight men, not directly as murderers but as conspirators by reason of whose activities murder was done. The names of the convited men indicates their origins—Lingg, Engel, Neebe, Parsons, Fielden, Fischer, Schwab and Spies.

Four were hanged, one committed suicide, the sentences of two were communted from death to imprisonment for life, and the jury gave one a life sentence. When John P. Altgeld became governor of the state he issued pardons to the three who were in the penitentiary.

But anarchy had been taught a lesson. Not until the days of the World War, when William D. "Big Bill" Haywood of the I. W. W. and other sympathizers with the enemies of the government were arrested, did treachery again lift its head. Foreign agitators for many years gave Chicago a wide berth.

From a Stereoscopic View by Copelin and Melander

Sinai Congregation, of which Dr. Emil G. Hirsch was the Rabbi, was at the southwest corner of Indiana Avenue and Twenty-first Street.

Churches

But not all Chicago's mind and heart was given to entertainment, to eating and drinking and seeing plays and making merry, even in such a delightful environment and with such an abundance of resources. There were the churches—some five hundred of them. And despite the Jeremiads of the puritanical, it was coming to be recognized that even young people who love amusement may also be reverent in their attitude toward the Creator, and may love and serve in temples of worship, and so the churches were well filled.

Among the best known churches of that day were the Holy Name Cathedral, at State and Superior

Streets; the Holy Family Church at Twelfth and May Streets (now Roosevelt Road and May); The Cathedral of SS. Peter and Paul, presided over by Bishop McLaren at Washington and Peoria Streets; The Unity Church at Dearborn and Walton, presided over by the Rev. Robert Collyer. The First Presbyterian Church at Indiana Avenue and Twenty-first Street, presided over by Dr. John Henry Barrows; the Plymouth Congregational Church, served by Dr. Frank W. Gunsaulus, who was spared until a very recent year; Sinai Congregation, where the famous Rabbi Emil G. Hirsch served until his recent death; Bishop Cheney's Christ Episcopal Church at Twenty-fourth and Michigan; the Central Church, which met Sundays in Central Music Hall where Prof. David Swing spoke for many years; the People's Church which claimed McVicker's Theater on Sunday, and where Dr. H. W.

From a Stereoscopic View by J. Carbutt

The Bryant and Stratton Business College in the Larmon Block and the First Methodist Episcopal Church Block at the southeast corner of Clark and Washington Streets, where the "Temple" stands today.

Thomas preached; and the Second Presbyterian, at Twentieth and Michigan, which was in charge of Dr. S. J. McPherson.

There were other churches, as earnest, and served by pastors as able as these. Also there were others where sensationalism ruled as today it does—where the preacher was as likely to give a political harangue or an attack on some public character or institution as to preach of God. And each had his following, each served his church as he thought best, and Chicago grew, developing spiritually as she did industrially and culturally.

And in support of the churches were organized many societies, chiefly of young persons, of all creeds—the Y. M. C. A. claiming, in the late eighties, a membership of 5,000; the W. C. T. U., under whose influence the Women's Temple was erected on La Salle Street near Monroe, but which was not a financial success and finally was sold and torn down a few years ago.

In all that wealth of secular and religious entertainment, the Chicago of that day did not hunger for mental or spiritual food, any more than for the rich viands that covered the tables of the country's most famous hostelries.

Chicago Tribune Photo

What is now Chicago's busy motor row was this quiet boulevard. It is South Michigan Avenue looking north from Twenty-first Street. On the northwest corner is seen the home built by Frederick Haskell in 1869. The house next to it was occupied by Chauncey B. Blair; next to that of William V. Kay; then came the residence of John W. Doane; then Henry Keep, the father of Chauncey and Albert Keep; and then George Schneider, the banker. On the northwest corner of Twentieth Street was the Second Presbyterian Church. The house with the turrets, on the east side of the street, was that of Uri C. Balcom, the lumberman, and on the northeast corner of Twentieth, the old Calumet Club.

The Parks

Most families with any stated income kept a carriage, and for those who did not there were many livery stables where these might be had for hire, and there was no lack of parks and boulevards where the lovers of the outdoors took their drives.

Lincoln Park was in those days a favorite pleasure spot, reached by the Lake Shore Drive, past

Potter Palmer's "castle" and the slowly increasing line of fine residences of other prominent citizens. One of the first to follow Mr. Palmer to the new Drive was Mr. Franklin MacVeagh. The Park had then, as now, the famous St. Gaudens monument of Lincoln; the rich Grant monument, the likenesses in marble or bronze of Linne, Schiller, La Salle and other famous men—not forgetting David Kennison, the last survivor of the famous Boston Tea Party, whose monument is a great glacial boulder.

Two splendid race tracks furnished sport in season—the Garfield Racing Association with its Hawthorne track, and the Washington Park Club. Really attractive purses were offered, and the best horses

J. W. Taylor Photo

Michigan Avenue in the early nineties looking north from Twenty-fourth Street, showing the Standard Club, the Moseley School, Emmanuel Baptist Church and the Second Presbyterian Church at Twentieth Street. On the right is Christ Episcopal Church.

Other parks, then as now, were Douglas, Garfield, —then lately changed from "Central"—Humboldt, Washington Park with its famous race track and its Drexel Boulevard leading through the gates; and Jackson Park, then but little improved, but destined to be most famous of all by reason of the projected Columbian Exposition.

Chicago had not then really "discovered" her lake front—that was for the Columbuses of the far future; yet it had two flourishing yacht clubs kept up by a few enthusiastic sailors. They were the Chicago Yacht Club and the Lincoln Park Yacht Club. There were besides many smaller boat clubs. But the marvelous utilization of the lake beaches was at that time undreamed of.

of the country used to come here for the season.

At such times there was a steady procession along the boulevards leading to the tracks. Carriages, tallyhos, wagonettes, dog-carts, phaetons, tandems, and the humble horse and buggy, stirred up the dust between the city and the pleasure grounds.

For those who did not own conveyances there were hacks for hire at moderate prices, and the street car fare was only five cents in that day.

Holy Name Cathedral at the northeast corner of North State and Superior Streets.

And to keep the public informed, there was a long list of newspapers, served by as brilliant a crew of editors and news writers as ever wrote a line. Among them were the Daily News, the Evening Journal, the Herald, the Inter-Ocean, the Mail, the Times, the Globe, the Tribune, and a number printed in foreign languages.

Journalism was a much more vivid and personal matter in that day, when the men who owned papers actually worked on them and put their personality into them and behind every editorial utterance. There was no such thing as absentee landlordism, nor "strings" of newspapers, and the influence of the papers was correspondingly strong.

The New Chicago

The World's Columbian Exposition

TWENTY years after the Great Fire, not a scar remained of that holocaust, and Chicago had become one of the world's great cities. Instead of a log fort at the mouth of a soggy stream, with half a dozen cabins constituting the settlement, the City by the River of the Wild Onion now approached a million and a quarter population.

Chicago had grown, Chicago had prospered, Chicago had broadened; and now Chicago was preparing to entertain the world at the Columbian Exposition in celebration of the four hundredth anniversary of the landing of Columbus. It was one of the momentous events of the city's career—epochal, decisive of the character of the Chicago of the future.

A view of Michigan Avenue from the viaduct during the World's Columbian Exposition, 1893, showing people boarding the so-called "cattle cars" to take them to the fair. The first part of the Congress Hotel, the Auditorium and the Studebaker Building (now called Fine Arts Building) and in the distance the statue of Columbus may be seen.

Block after block of granite, sandstone and brick, faced with marble, had succeeded the two-and three-story wooden structures which had fed the flames of 1871, throughout the business section. Ornate mansions surrounded by landscaped grounds for the wealthy, and cheery brick cottages with gardens for those of more modest means, had taken the place of the frame dwellings of the sixties.

The Chicago of that day was a wonderful place to spend one's life. It had outgrown the village stage of existence, in which one was perforce bound down and limited by the prejudices and the narrownesses of a clamant minority; and it had not yet outgrown the neighborliness which obtains when everyone of any importance knows everyone else of importance, personally.

The Chicago of that day boasted some of the finest hotels of the world, and each and every one of them was the center of much social life.

If Chicago owes its physical supremacy directly to the Great Fire, which swept away the cheap wooden and flimsy brick structures and left a clear field for a city of stone, steel, glass and cement, it owes its cultural supremacy and its international fame to the World's Columbian Exposition, held in celebration of the four hundredth anniversary of the landing of Columbus. That event swept away the provincial atmosphere, and made the young city of the West recognized by the entire civilized world as a center of art, of science, of industry, and of all those refinements which make up a people's culture.

Looking north from the Drake Hotel in 1926 might be seen a portion of the famous "Gold Coast" before the days of the double drive. The home of Edith Rockefeller McCormick is seen at the left, at Bellevue Place and the Oak Street Beach at the right.

The Exposition marks off one period of the city's growth from another quite as definitely as had the incorporation of the Town of Chicago, or the River and Harbor Convention, or the Great Fire. After each of these events, Chicago was never the same.

The pre-eminence of Chicago in industry, as a trade center and as the cross-roads of world commerce, has always been based upon its position on the map, at the head of navigation of the Great Lakes, the center of the nation's richest coal fields, the ease with which raw materials could be brought in by rail and water, and in the very heart of the rich Mississippi Valley farmlands. But always the real factor in Chicago's supremacy—what philosophy calls the "efficient cause," that hammer which drives home the accomplishment—has been the spirit of the men and women of Chicago. Their spirit was shown in the conception and the carrying out of the daring plan of the Exposition, no less than it had been in the lifting of the city above the marsh level of pioneer days, or the rebuilding of a city destroyed over night by flames.

And it was a daring plan. Here was an inland city, almost a thousand miles removed from the Atlantic over which Columbus sailed, almost unheard of in the countries which must co-operate in the plan if the Exposition were to be a success, only sixty years removed from the day when, as a

village claiming an unproved population of 150 it had been incorporated as a town—here was this upstart frontier settlement proposing to invite the royalty, the art, the science, the wealth, of such centers as Paris, London, Berlin, Vienna, Pekin, Tokio, Rome, Madrid, Lisbon, Constantinople, Brussels, Stockholm, Christiana, St. Petersburg, The Hague—the entire world with its traditions, its heritage of ancient culture, to attend and take

J. W. Taylor Photo

The Dedication Day parade of the World's Columbian Exposition, October 21, 1892. The parade is seen passing the Federal Building, going west on Adams Street.

part. No timid hearts would have dared to dream of such a thing.

But the Chicago spirit dared, and with results which have never, to this day, been surpassed.

The plan had been informally discussed for years before the time came for action, and it was tacitly agreed, by the leaders of the city, that it could be done, and that it ought to be done. The first formal action was taken in 1889 when the "World's Exposition of 1892" was incorporated under the laws of Illinois. This name was later changed to that by which the venture has always been officially known, the "World's Columbian Exposition."

Since foreign nations must be dealt with by Washington and not by any state or city, congress was induced to pass, and President Harrison to sign, an act providing for a national commission to pass on the city's plans, which must provide for a fund of not less than $5,000,000. Congress later stipulated the dates of opening and closing of the Exposition, and the president issued a proclamation announcing the event to the world, and inviting all nations to take part.

The Promoters of the Fair

The men who gave their names to the venture, and who were the stockholders of record of the World's Columbian Exposition, were the very foremost sons of the aspiring young Chicago, men whose names in the almost forty years which have

followed have been written on the scroll of the successful in all lines of high endeavor. They were:

Ferdinand W. Peck, Potter Palmer, Cyrus H. McCormick, Harlow N. Higinbotham, Charles H. Schwab, Martin A. Ryerson, Charles H. Wacker, Charles T. Yerkes, John R. Walsh, Herman H. Kohlsaat, Lyman J. Gage, Edward T. Jeffery, John V. Farwell, Jr., Eugene S. Pike, Joseph Medill, Stuyvesant Fish, George R. Davis, Edward B. Butler, Frederick S. Winston, Charles C. Wheeler, Robert A. Waller, William E. Strong, Anthony F. Seeberger, Erskine M. Phelps, J. C. Peasley, John J. P. Odell, Robert Nelson, Adolph Nathan, Andrew McNally, Thies J. Lefens, Edward F. Lawrence, Marshall M. Kirkman, Rollin A. Keyes, Elbridge G. Keith, James W. Ellsworth, DeWitt C. Cregier, Mark L. Crawford, William H. Colvin, Thomas B. Bryan, William T. Baker, Chas. F. Gunther, Samuel W. Allerton and Owen F. Aldis.

The Officers

The first president was Lyman J. Gage, afterward secretary of the U. S. treasury department. The second was William T. Baker. The third, who held office during the Exposition, and who bore the brunt of the onerous duties, was Harlow N. Higinbotham.

Control of the Exposition was nicely balanced among four different bodies, a National Commission, the stockholders of the Exposition, a Board of Lady Managers, and a World's Congress Auxiliary. In actual practice, the Exposition in all its larger aspects was handled by sixteen men, half chosen from the National Commission and half from the stockholders. They were:

For the Commission, Thomas W. Palmer of Michigan, James A. McKenzie of Kentucky, J. W. St. Clair of West Virginia, Elijah B. Martindale of Indiana, Thomas W. Waller of Connecticut, Michael

J. W. Taylor Photo

Site of the World's Columbian Exposition at Jackson Park, showing the start of the work of excavation.

M. DeYoung of California, William Lindsay of Kentucky and George W. Massey of Delaware; for the stockholders, Lyman J. Gage, Potter Palmer, Edward T. Jeffery, Ferdinand W. Peck, W. T. Baker, Frederick S. Winston, Edwin Walker and Thomas B. Bryan.

The Board of Lady Managers was the most brilliant organization of women ever brought together in any similar endeavor. It consisted of Mrs. Potter Palmer of Chicago, president; Susan G. Cooke of Tennessee, secretary; Mesdames Ralph Trautman of New York, Edwin C. Burleigh of Maine, Charles Price of North Carolina, Catharine L. Minor of Louisiana, Beriah Wilkins of the District of Columbia, Susan R. Ashley of Colorado, Flora Beall McGinty of Wisconsin, Margaret Blaine Salisbury of Utah, and Russell B. Harrison of Montana. Mrs. Ellen M. Henrotin was vice-president and by traveling to all the capitals of Europe drew foreign women into co-operation.

George R. Davis was chosen as the Director General of the Exposition, in which position he won lasting fame.

Chicago promptly raised $10,000,000 to stage the Exposition, of which $5,000,000 was by popular subscription, and $5,000,000 by a bond issue—which necessitated an amendment to the state constitution and an enabling act by the legislature. Be it said, however, that though rural Illinois has always curbed and tried to dominate Chicago politically, the state administration at that time granted everything the city asked for the Exposition.

J. W. Taylor Photo

Dedication Day of the World's Columbian Exposition, 1892. State Street between Monroe and Adams.

World's Fair Problems

There was a lively contest between partisans over the site of the Exposition. One faction contended for the Lake Front near the business section; one insisted on the far South Side. Finally the South won, and Jackson Park was chosen. It

was then a waste of alternate sand and marsh, seven miles from the business district, and most unpromising to the eye unaided by the imagination. But the Chicago which once had been a bog quickly transformed that wilderness into the most beautiful site any fair has ever enjoyed.

Lagoons were dug, marshes were filled in, trees were transplanted, and presently building was under way. The tract comprised 666 acres of land, between the business district and the Exposition was the Illinois Central railroad. Suburban service was organized and light, swift trains shuttled back and forth day and night. The Illinois Central established a reputation for handling suburban traffic which survives to this day, keeping it far ahead of all competitors in that class of business.

Of course the usual battle with greed had to be fought, likewise the battle with narrow intolerance

The Illinois Central Station at Park Row before the last of the pre-fire residences had been removed.

with two miles of lake front, and it became a veritable garden as by magic.

Transportation, then as now, was another important item. There was already an electric car line, but it was inadequate to handle half a million passengers daily. So daring minds conceived an elevated railroad, with express trains plying between the city and the far-off Exposition grounds. Then came into being the famous Chicago "L" with trains drawn by "dummy" steam locomotives.

Another mighty factor in handling the crowds and bigotry, but Chicago won both struggles. Union labor tried to get legislation providing that no outside employes should be brought in, and that union hours and pay should rule. That issue was promptly met and disposed of.

Then a rumor was widely circulated that the hotel keepers meant to extort money from visitors by raising all their rates. This could not be allowed, for it would wreck the Exposition before the gates were opened. The hotel keepers promptly denied any

such intention, and formally pledged themselves to maintain their regular rates during the Exposition.

Then came the demand from the puritanical element that the Exposition should not be permitted to keep its gates open on Sunday. The local Board of Directors held that enjoyment of the Exposition on a Sunday did not constitute moral turpitude, and that the working people should have the right to visit it on the only day at their disposal. The National Commission took the opposite view, and the case got into the courts. The Circuit Court of Cook County restrained the Commission from closing the gates on Sunday. The U. S. District Court issued an order to close the gates on Sunday. The U. S. Appellate Court set aside the closing order. Finally the Exposition was kept open on Sunday, and those who did not approve remained away on that day—which seems a reasonable solution.

J. W. Taylor Photo

The Dedication Day parade of the World's Columbian Exposition on October 21, 1892, showing the throngs on State Street.

Chicago was fortunate in this ruling, it would seem, judging from the experience of Philadelphia thirty-three years later. There the management was compelled to close the Sesqui-Centennial Exposition

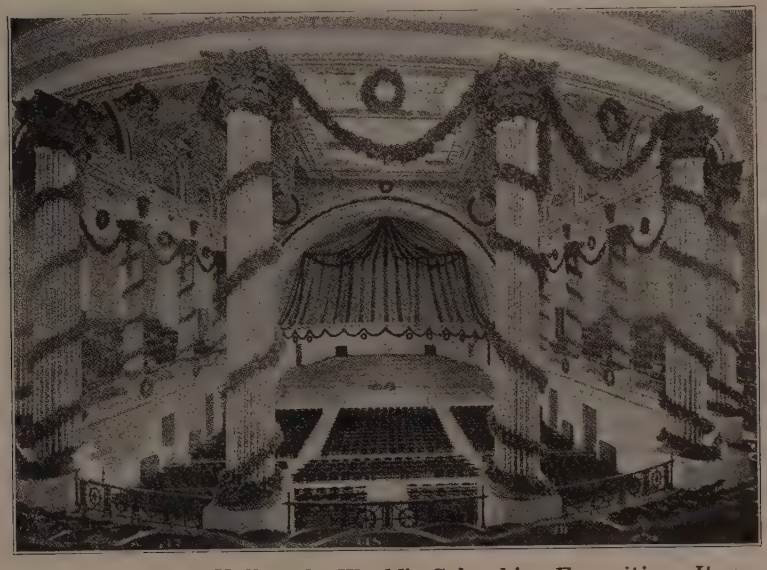
on Sunday, which undoubtedly was a contributing factor of its lack of success.

Then arose a clamor against the railroads, which had not reduced their fares early in the season. A late, cold, rainy spring, and the squabble over Sunday closing, had kept early visitors down to a low figure, and the management insisted that high railroad fares were also an important factor. The roads responded by granting low excursion rates, and the result was a heavy increase in travel from distant parts of the country.

Through all these difficulties the spirit of Chicago fought with brilliance and determination, and the result is written in the history of the city for which they strove. Never for one moment did they relax in their efforts to make the Exposition a credit to their city, which had dared embark on such a venturesome affair.

Courtesy of the Chicago Historical Society

Choral (Festival) Hall, at the World's Columbian Exposition, as seen from the wooded island.



Interior of Music Hall at the World's Columbian Exposition. It was built for Theodore Thomas.

The Inauguration

While the Exposition was to commemorate the four hundredth anniversary of the discovery of

America by Columbus, it would have been impossible to open the buildings on that date—October 12—and have a successful exhibition in the fall and winter months, which are so cold in this latitude. It was for that reason that the Exposition was actually held in 1893 instead of 1892.

But the celebration of Columbus Day, 1892, was nevertheless an imposing part of the Exposition. On that day the buildings and grounds were formally dedicated, though construction work was in full blast. Because New York had previously proclaimed a great naval parade and celebration on October 12, the ceremonies at Chicago were moved over to October 21—which happened, through the change made in the calendar, to be the exact anniversary of the landing of Columbus. So everybody was satisfied.

There was an imposing parade led by General Nelson A. Miles and his troops from Fort Sheridan. In the parade were Vice President Levi P. Morton, substituting for President Harrison, whose wife lay near death; the President's cabinet, the diplomatic corps, U. S. senators and representatives, justices of the U. S. supreme court, Ex-President Hayes, the governors of almost all the states, and the officers and dignitaries of state, city and the Exposition.

There were brief addresses by Director General Davis, Mayor Hempstead Washburne, and Mrs. Potter Palmer, president of the Board of Lady Managers. Harlow N. Higinbotham, president of the Exposition, tendered the buildings to the president of the National Commission; Thomas W. Palmer made a suitable reply. Then Vice President Levi P. Morton, representing President Benjamin Harrison, delivered an address.

The principal orations of the day were by Henry W. Watterson, editor of the Louisville Courier-Journal, and U. S. Senator Chauncey M. Depew of New York.

J. W. Taylor Photo.

A view on Michigan Avenue, just south of Thirteenth Street, with the parade celebrating the dedication of the World's Columbian Exposition, October 21, 1892.

The Opening

All that fall and winter, and the spring of 1893, work went on in Jackson Park, but when the day set for the formal opening, May 31, 1893, came around, the buildings were not all completed, nor were all the exhibits at hand. Yet the opening ceremonies were held. No lesser personages than President Grover Cleveland, and a lineal descendant of Christopher Columbus, the Duke of Veragua, came to Chicago to take part.

How much money was expended and how much taken in, how many feet of lumber went into the various buildings and what each cost, how many countries sent exhibits and what such exhibits were worth—all these things and many, many more have been set down in great detail. It must suffice here to say that the Exposition was the most successful event of its kind the world has thus far seen, and to outline in a very simple way the effect it had on Chicago.

By no means the least of the advantages Chicago

J. W. Taylor Photo

Dedication Day of the World's Columbian Exposition, October 21, 1892. State and Madison Streets.

After much formal speech-making, President Cleveland pressed the electric button which started the machinery turning, and set the water in the various fountains spraying, and the Exposition was open to the public.

Results

Volumes have been written about the World's Columbian Exposition, and all features thereof.

reaped from the Exposition was the establishment of the Western metropolis as a social center second to none. It was nothing short of inspiration which chose Bertha Honorè Palmer to preside over the Board of Lady Managers, placing her in a position where her queenly personality, her rare accomplishments and her immense fortune could be of the greatest service. She dominated Chicago socially as she did the Board of Lady Managers by

sheer genius, which was one of the greatest pieces of good fortune the city had.

Her graciousness never lost its glow, even when it was wasted upon those before whom it was cast like unappreciated pearls. One incident may give this statement point:

The King of Spain was represented at the Exposition by the Infanta Eulalie, and among the other gracious things Mrs. Palmer did was to hold a reception in honor of the princess. Someone told the Infanta that Mrs. Palmer was the wife of the owner of the Palmer House, where the princess had a suite, and her highness could not appreciate courtesy from her "landlord's wife." She dared not decline to appear at the reception, but she did make her sentiments apparent. Her behavior is thus described by Mrs. William J. Calhoun in "Chicago Yesterdays," a book by Caroline Kirkland:

"She arrived an hour late and she departed outrageously early, making no response meanwhile to the greetings of the guests as they were presented. She sat upon the dais, which, with too much courtesy, perhaps, had been prepared for her, in sullen, unsmiling, unbending silence, while her beautiful hostess, standing at her side and offering martyred Chicago society at her altar, tried in vain to thaw the icy atmosphere. Mrs. Palmer did those things well, and in the minds of her guests that night it was she who was the princess."

View of the Grand Basin, looking west. This was taken from the roof of the Casino, which stood near the base of the Great Pier and flanked the Peristyle on the south. To the right were the southern facades of theManufacturers and Liberal Arts, the Electricity, and the Mines and Mining Buildings. In the foreground stood the majestic statue of the Republic, and at the farther end of the basin, forming the left background of the picture, was the Administration Building, in front of which played MacMonnie's beautiful Columbian Fountain. View shows the northern and western boundaries of the Court of Honor.

The behavior of a royal princess on such an occasion is of itself not of the least consequence; but it had its results. For one thing, it demonstrated to the cultured world that in Mrs. Potter Palmer Chicago had given to the world a social queen who wore her crown regally under all circumstances; and it presented an example of the Spanish state of mind, and attitude toward the civilized part of mankind, which five years later was to see Spain ignominiously beaten, and the unsought elevation of the United States to the position of a world power.

Chicago both gave and received. She gave a demonstration of her matchless energy and daring, her splendid geographic position, her material wealth and possibilities, and the resources of the vast region of which she is the center. She showed that in artistic and scientific attainments she was no whit behind the rest of the world. And her fame, thus spread abroad, later brought material returns in commerce and industry.

Chicago received vastly more than she gave, not only in knowledge gained of other parts of the world, but chiefly in self-revelation. The city never receded from that high level to which those years of concentrated endeavor lifted her, and, sustained by the men who had so gloriously achieved that triumph, has advanced in every avenue of endeavor.

The direct heritage from the Exposition was tremendously important to the city. Jackson Park to this day remains a loved resort of the people, with its lagoons, its Wooded Island, its magnificent trees, its golf links, its playgrounds, its yacht harbor and its two-mile beach.

Some of the buildings remained, a permanent part of the landscape. Among them was the beautiful German building, destroyed by fire a few years ago; La Rabida Convent, a replica of the one in which Columbus slept the night before his voyage of discovery; the Fine Arts building, surely the most beautiful structure erected for the Exposition, a perfect example of Grecian architecture, which for years housed the Field Columbian Museum exhibits.

It was from the nucleus, gathered by Marshall Field from the specimens shown at the Exposition, and added to from time to time, that the present unrivalled Field Museum on the city's lake front grew. This building alone, the largest marble structure in the world, was built with a $5,000,000 fund left by Marshall Field for the purpose. The contents are worth many times that sum, for most of them could not be replaced if lost.

Then there were the replicas of Columbus' vessels, the three caravels in which he crossed the Atlantic. For many years thereafter they rode the

This depicts a view across the main basin from the east front of Machinery Hall, near the Obelisk. The western facade of the Agricultural Building with its wealth of statuary forms a rich background. In the distance, the great Manufactures and Liberal Arts Building reared its great height. To the left, a detail of the east entrance to Machinery Hall is in sight. Gondolas skimmed the waters of the lagoon.

lagoons in Jackson Park, the marvel of tens of thousands of visiting children. The Viking vessel of Lief Ericson, also reproduced for the Fair, remained in the Park.

The Columbian Exposition revealed Chicago to the world as a real center of artistic and scientific endeavor and accomplishment. It was already known as a mighty manufacturing and trading city.

It had been customary to smile when Chicago was mentioned in the same breath with things artistic. The word "Chicago" had come to stand for the stockyards, for the grain elevators, for the railroad tracks, for the fields and flocks and herds in the hinterland.

But when the apostles of culture from the old nations of Europe and Asia came to view the advancement made by art and science as set forth in the Auxiliary Congresses held in connection with the Exposition, they found Chicago on a level with their own cities in appreciation of the finer side of life. The University of Chicago was well under way, and had already gathered the nucleus of that brilliant coterie of investigators and teachers who have won high honors among the learned of the world. The hospitals of the city, second to none anywhere, had brought forth surgeons, diagnosticians, practitioners, discoverers of newer and better ways of healing the sick, not a whit below the level of those in the great medical schools of the Old World.

The Peristyle, seen from the east or lake side, is the subject of the above illustration. It formed a noble entrance to the Fair Grounds for all those who chose to come by water. The central portion somewhat closely resembles the famous Arc de Triomphe of Paris. The sculptured Quadriga group on the apex represents Columbus progressing as a victor in a chariot drawn by four horses led by two females, a mounted herald riding at each side. The groups at either side of the main arch represented the Genius of Navigation. A spirit of classic simplicity was given to the structure by the long lines of Corinthian columns, one of which was dedicated to each state and territory in the Union.

The Parliament of Religions, one of the Auxiliary Congresses showed that the priests and rabbis, the ministers and rectors, of the churches of Chicago were as learned, as eloquent, as devoted to their flocks, as any anywhere.

And the newspapers of the city furnished daily and hourly evidence that Chicago journalism was head and shoulders above anything Europe had

ever seen. The enterprise, the speed and the thoroughness with which news was gathered and dispensed, and the fearlessness with which the editors handled any and every subject in which their readers were interested, were a revelation.

All these and many other phases of the exposition gained for Chicago the recognition of the world as a city worthy of notice, and in many respects worthy of emulation.

But the greatest good of all which Chicago reaped who had builded Chicago to what she was in 1892, had made of the great Exposition a success such as had not then been seen, and is still unrivaled.

The Chicago Spirit had been once more put to the test, and once more it had triumphed. Chicago after the Exposition was not only a recognized factor in the culture and the business of the world; she was finally so sure of herself that never again could she doubt that she would succeed in anything undertaken.

A bird's-eye view of the Fair Grounds was always a delightful experience. Few places afforded a more charming prospect than coming under the eye when standing on the roof of the United States Government Building. In the above picture the western pavilion of the Fisheries Building is seen, and to the left, rapt is green foliage and surrounded by the waters of the lagoon was the Hoo-den; beyond was the Woman's Building, and to the right the Illinois State Building formed a background to the picturesque turrets of the Marine Cafe.

from the Exposition, more important than the increase in commerce, the widened horizons in art and science, in industry and in religion, far above and beyond the invaluable publicity the city had been given, was the self-knowledge which Chicago attained.

She had undertaken the impossible—and had accomplished it. The men who walked her streets day by day, who carried on their vocations in her offices and shops and stores and factories, the men

Death of Mayor Harrison

One of the most distressing incidents of the period of the great Exposition—though it had not the remotest connection with that event—was the assassination of the mayor of Chicago, Carter H. Harrison, Sr., who had taken a prominent part in all the preparations and the staging of the event.

Descended from an old Virginia family, fitted by inheritance and training to dispense the hospitality

of the city, Mayor Harrison had played a most important part in convincing the world that there was real nobility in the West which had theretofore been considered uncouth. He was then serving his fifth term as mayor.

On the very day of his death, October 28, 1893, he had taken a long and arduous part in the ceremonies incident to "American Cities Day" on the Exposition grounds, and had delivered a splendid address. He had returned home, tired after the labors of the day, and had eaten dinner with his family, and was resting in his easy chair when a visitor was announced.

Mayor Harrison was extremely democratic. He was always accessible, no matter how humble the station of the man or woman who desired to see him. So he gave up his easy chair and walked into the adjoining room to meet his caller. Without warning the visitor fired five shots into the mayor's body, and he fell, dying, to the floor. He passed away shortly without regaining consciousness.

The murderer went immediately to a police station and gave himself up. He was a religious and political fanatic named Patrick Eugene Joseph Prendergast. He was a follower of Henry George, the single tax enthusiast, and he espoused George's cause as set forth in his slogan, "I am for men." Prendergast conceived it to be his duty to compel the elevation of car tracks in the city, "to put a stop to the slaughter of people," and to that end he had sought appointment as corporation counsel. Because the mayor had not so appointed him, he murdered the mayor.

It is sufficient to say that despite pleas of "insanity," and of irresponsibility because he had hurt his head in a fall when a child, it took a jury only

The Lagoon on Regatta Day presented an animated appearance. The water bicycle competed with the South Sea catamaran, the gondola of Venice and the dug-out of the Southern Pacific, the modern American shell with the West Indian surfboat; all nations and colors and creeds met in friendly rivalry. The glistening white of the endless facade of the Manufacturers and Liberal Arts Buildings, the softer tints of the Government Building, the bright- red roof of the Fisheries Building beyond, the intense green of the Wooded Island, the multi-colored flags and pennants, the sky, the water, the boats, the cheering and excited people, formed a picture that still lingers in the memory of those who knew the World's Columbian Exposition.

an hour to find him guilty of first degree murder.

The closing days of the Exposition were sorrowful ones by reason of this tragedy.

When the Columbian Exposition was over, Chicago seemed to stand motionless, in a commercial sense, for several years. There were those who attributed this to reaction from the stimulation of the great event, and who averred that the city would have been better off if it had never staged the Exposition.

there was no financial slump attributable to the Exposition. What happened was this:

The entire country had experienced periodical stringencies for a century. The crash of 1837, and that of 1873, are examples, and that of 1893 was like them in effect, and to some extent in cause. It had been foreseen, as had its predecessors, by keen business men, and it was not in the slightest degree caused by the Exposition; in fact, the city owed it to the Exposition that the effect was felt

Agricultural Building, northern exposure, fronting the Grand Basin, as viewed from the southeast corner of the Electricity Building. This noble creation of Messrs. McKimm, Meade & White was second only to the Administration Building in its wealth of statuary and rich ornamentation. It was of the Renaissance type of architecture. The central dome was surmounted by a lovely figure of Diana. The size of the building was 800 by 500 feet.

Financial Stringency of 1894

We have already seen what tremendous advantages the city reaped from the event, not only in a commercial and industrial way, but in the advancement of her people in the arts and sciences, in the broader views of life they had acquired, and in the thousand other ways in which their lives had been enriched. Even a financial slump would have been a cheap price to pay for such gains; but in fact much less severely in Chicago than elsewhere. The effect on Chicago was that in the beginning of the Cleveland regime the city experienced a period of stagnation, but nothing worse; while the rest of the country suffered more or less acutely.

On the other hand, the good effects of the Exposition on the city were permanent. There remained the elevated railroad, extended and improved, with its swift and dependable transportation; the sub-

urban passenger facilities of the Illinois Central railroad; the highly efficient street car system; the splendid hotels and apartment buildings and rooming houses which had been erected to accommodate the throngs of visitors; the enlarged shops and stores and offices, and the more efficient methods of transacting business; and above all the enthusiasm of the people, their supreme confidence in themselves, their conviction that anything worth doing could be done by Chicago. With such a spirit prevailing, no financial stringency could work any permanent harm.

Photo by Kaufman & Fabry

A quiet corner in Jackson Park, showing the Fine Arts Building.

Railroad Strikes of 1894

THE greatest disaster which Chicago suffered in the years immediately after the Exposition was not in any way due to it, but was due to the effect of the financial panic on business over the whole country, and its repercussion on Chicago. That disaster was the ill-advised and tragic strike of railroad workers of the West.

The trouble started in the Pullman Palace Car shops, in the suburb of Pullman, founded by the head of the company as a model town. The money panic had affected the railroads, and they were unable to pay former prices for Pullman cars. Orders fell off alarmingly. The Pullman company was unable to meet the demands of its men as to wages and working hours. As a matter of fact, the company was so far from "grinding down" the men that it had actually accepted contracts at a loss so that the men could be kept at work, and the machinery and staff ready to resume at full speed as soon as conditions should warrant.

There was discontent, but there probably would have been no strike, and certainly no such tragedy as

befell, if Eugene V. Debs had not just then come to the fore. He was a socialist and an agitator, and was organizing the "American Railway Union." He had the idea, later taken up by William D. "Big Bill" Haywood of the I.W.W., of "one big union." It was Debs' idea to organize all workers connected in any manner with the railroads, into one body which should operate as a unit in imposing its will on its employers or the public.

by the agitators that the company would grant their demands rather than permit them to stop work. Instead, the company quietly locked the doors and announced that since the company was already losing money, it would be very glad to remain closed until times were better. The American Railway Union was unable to keep its promise to support the families of the strikers, and public charity was asked on their behalf.

Photo by Kaufman & Fabry

A view of the Art Museum, which is the only one of the wonderful buildings remaining to tell of the glories of the World's Columbian Exposition. This photograph was made in 1924. It will soon be an Industrial Museum.

Debs began to organize the Pullman employees, radical speakers went among them, and presently the ignorant element, largely foreign born, believed that they were "wage slaves, ground under the heel of capital." They did not believe that the company was already losing money on its contracts, though it offered to show them the books. On the promise of Debs that the American Railway Union would see them through, the men voted a strike.

The result amazed the men. They had been told

Debs next called a boycott on Pullman cars, and demanded that all railroads refuse to handle them. It mattered nothing to him that the roads had iron-clad contracts with the Pullman company and with their own employees as well, the demand was made and insisted upon. When the railroads refused to violate their contracts, Debs called out their men on a "sympathetic" strike. Car inspectors refused to inspect Pullman cars; switchmen refused to handle them; other employees did the same regarding

their duties; and presently nearly all the roads in the West were tied up.

Some workmen remained loyal, and, reinforced by clerks and other office help, attempted to run trains. The strikers resorted to violence. Men who wished to work were mobbed. Trains were deliberately wrecked. Long strings of coaches were derailed at crossings and junctions, and the lines blocked. Freight trains with costly merchandise were burned. Passenger trains were marooned for days with scant food and water. And Chicago was the center of all this violence.

Public sympathy was alienated, and Debs saw that he must have help or lose the strike. First he called on the "Knights of Labor," headed by John R. Sovereign, to strike in sympathy, but very few of the members responded. Next Debs called for executive committee heard him through, considered the matter, and voted that no strike should be called.

Meantime, the very thoroughness of the stoppage of trains into and out of Chicago had wrought the ruin of Debs' plans, for it involved the stoppage of the U. S. mails. That brought Washington directly into the dispute, and in the White House sat Grover Cleveland of iron will and prompt action. He ordered General Nelson A. Miles and the U. S. regular troops at Fort Sheridan to protect the mail trains. Despite the opposition of the socialistic governor of Illinois, John P. Altgeld, the troops marched in and took charge. Later the governor was moved, by the appeal of Mayor John P. Hopkins, to send state troops also. The troops were aided by 1,000 deputy U. S. marshals and the city police.

J. W. Taylor Photo

A Police Parade on the Lake Front in 1894.

the Chicago Trades and Labor Assembly to strike, and bring upon the people of Chicago such misery that they would insist on the Pullman company resuming at a loss, and meeting his demands. The Assembly refused to order a strike.

Finally Debs appealed to the American Federation of Labor to come to the rescue, and throw its mighty influence on his side. To the lasting honor of Samuel Gompers, British-born president of the Federation then and for a quarter of a century after, the appeal failed. Gompers called his executive committee to meet at the Briggs House, and invited Debs to present his case. Debs outdid himself in an appeal to the passions and prejudices of the leaders of this, the strongest body of organized labor in the world. But his efforts were wasted. The

There were a few clashes between rioters and the troops, but when the strikers realized that they were facing the power not only of the city but of the state and the nation, the strike was broken. There had been loss of life, there had been privation and suffering, and the monetary loss all over the country, and especially in Chicago, had been enormous; but agitators had been taught a lesson they long remembered.

The Eugene V. Debs who gained such notoriety in this strike was the same Debs who, more than twenty years later, was sent to the penitentiary for obstructing his country in the World War; and the William D. Haywood, who led the I.W.W. in later years, and enlarged on the Debs idea of "one big

union," is the same who was convicted of hampering his government in the same war, and sentenced to twenty years in prison; who fled to Russia, leaving his friends to pay his forfeited bond, and by the party which is popularly supposed to be more leniently disposed to socialistic theories.

Chicago has always found itself amply able to cope with the forces of violence and disorder when

President Grover Cleveland delivering his address on the opening day of the World's Columbian Exposition, May 31, 1893.

died there among the Communists to avoid serving his sentence.

It is one of life's ironies that both the misadventure of Debs, and that of Haywood, should have occurred in the administration of presidents elected they come into the open. Not always has her record been so clear when depredations against society are carried on more or less secretly, and in partnership with the political powers entrusted with law enforcement.

Disasters

The Iroquois Fire

ONE of the most terrible tragedies which ever befell Chicago was the burning of the Iroquois Theater with the loss of five hundred and seventy-one lives—and almost all the victims were women and children. The tragedy was the more touching as it came in the week between Christmas and New Years, when everybody was making merry.

It was the afternoon of Wednesday, December 30, 1903. Eddie Foy, the famous comedian, was playing the title role in "Mr. Bluebeard," and many matinee parties were attending, and especially school children were getting a holiday treat.

In the middle of the second act, a moonlight scene in which the chorus was doing a dreamy dance, a spark from a stage light ignited the flimsy scenery. A stage hand tried to smother it with his hands, but it spread beyond his control, and mounted into the flies high above the stage.

A secret call was turned in for the fire department, but the orchestra played on and the chorus kept dancing, though embers and bits of charred cloth and paper rained on them. The audience began to be alarmed and Eddie Foy, all in his weird make up, made for the front of the stage. First he located his own little son, Bryan, and ordered a stage hand to take him out by the stage entrance. Then, holding up his hand to quiet the audience, he called on the people to pass out quietly and make no disturbance. He foresaw what would happen if a panic started.

Under his breath he kept exhorting the orchestra to "play—play—play anything, but for God's

Courtesy Inter-State Photo Service

A view inside the grounds of the World's Columbian Exposition, showing the intra-mural railroad.

sake don't stop—play on!" The musicians played bravely while the burning scenery fell about them and the flames began to roar overhead.

A stage hand tried to lower the fire curtain, but it caught on a bracket and remained suspended three or four feet above the stage floor. Just then someone opened a door in the rear of the stage, and the strong December wind swept through, carrying the flames from the stage in a deadly wave out into the orchestra pit and through the body of the theater.

The audience, already panicky, gave way completely to terror, and there was a rush for the exits from all parts of the house, while the flames writhed and clutched at the dense mass of humanity.

Then did the greed for dollars claim its toll. The exits were not marked by lights, and the people could not find them in the smoke and confusion; many of the doors were securely locked; and across the narrow stairways, to prevent patrons from going into sections other than those to which they had bought tickets, iron fences had been constructed, and padlocked.

Against these locked doors, and before these iron barriers, women and children crowded, helpless. Those in front were crushed down and trampled upon. Those in the rear climbed upon them. Scores were smothered to death, untouched by the flames, while those in the rear were burned to a crisp.

When the firemen arrived they found bodies piled in a seemingly solid mass of flesh, ten feet deep, and so densely packed that they could scarcely be pulled apart. In one narrow passageway, where the crowds from two balconies fought to get into the open air, two hundred dead were found.

A view outside the grounds at the World's Columbian Exposition. A remarkable change in that neighborhood has taken place since that long distant day.

No such grief and horror has Chicago ever known, before or since. Not the city alone, but the whole country was horrified. Nor was the loss Chicago's alone, for many of the victims were holiday visitors from other communities.

As in the case of the Lady Elgin, long before, and of the Eastland, in after years, nobody ever paid

any penalty for this slaughter of the innocents. Not even when it was shown that an expert investigator had already reported the Iroquois a firetrap, and that only six weeks before the disaster the city council had been notified that the theaters were disregarding the laws, was the horrible crime brought home to anyone.

Yet good grew out of the tragedy, and it is of importance here chiefly because of the change it wrought. There was an instant awakening of officials to their duty to make places of public meetings safe. Steel curtains were ordered installed in every theater, exits were marked by red lights which were kept burning throughout all performances, city firemen, paid by the management, were ordered on duty in every place of amusement, locked doors and iron fences across exits were taken out, placing of seats in aisles, and standing in theaters was absolutely prohibited, and a rigid enforcement of safety measures inaugurated.

Not in Chicago alone, but in every city of the country, new ordinances were enacted and old ones enforced, so that theaters have never again been the menace they were before.

The Crib Fire

One of those spectacular disasters which befall every large city at intervals, struck Chicago while the tunnel at Seventy-third Street was under construction. A temporary crib had been erected on the line of the tunnel about a mile and one-quarter from the shore, and the scores and scores of workmen lived in the crib, to save the time and trouble of ferrying to and from shore morning and evening. The lake was full of ice—the month was January—and the transfer was difficult and none too safe.

A view outside the fair grounds during the World's Columbian Exposition. The famous Ferris wheel shows on the left and the Panorama Building at the right.

On the morning of January 8, 1909, the wooden crib caught fire, and there were no boats at hand to rescue the workmen thus trapped. The entire structure burned, and it was estimated—accurate figures never were obtained—that seventy were drowned, or were burned to death. A few survivors leaped into the lake and clung to ice floes until tugs from shore arrived and rescued them.

The Eastland

The heaviest, in loss of life, of all the disasters which ever struck Chicago, was that of the steam-

boat Eastland, which sank at its moorings in the Chicago River on July 24, 1915, and drowned 812 persons. As in the case of the Iroquois Theater fire, the victims were merrymakers on a holiday, and most of them women and children.

The Eastland had been chartered by the Western Electric Company to take its employes, their families and friends, on an excursion. The boat was tied up at the south bank of the Chicago River at the foot of La Salle Street. There was then no bridge

farewells to those on shore, the Eastland rolled over away from the dock, pitching those on the open deck into almost thirty feet of water, and imprisoning the remainder under the boat.

The loss of life might easily have been twice as heavy but that the disaster occurred in broad daylight, on a warm day, and with many men near at hand to come to the rescue.

This was almost exclusively a Chicago horror,

Courtesy Inter-State Photo Service

A view of the famous Ferris Wheel. Thousands of visitors to the fair were carried by this wheel, which was afterwards re-erected on North Clark Street, where it remained for a number of years before it was taken down and scrapped.

across the river at that point—never had been—and it was a favorite loading place.

The excursionists went early and in great numbers, and something like 2,000 persons were aboard when the time drew near for the boat to leave the dock. Most of them were crowded on the upper deck, making the boat topheavy. Also the engineer had pumped out a great deal of the water ballast, which aggravated this condition. When the cables had been cast off and the crowd was waving its

for very few of the victims were from other communities. The American Red Cross took immediate charge of relief work, and a large fund, raised by popular subscription, was administered by that organization under the personal direction of John J. O'Connor, then manager of the Central Division.

As in the case of the Iroquois, nobody ever was held responsible for the loss of life. The name of the Eastland was changed, and it continued in service on the Great Lakes.

The Drainage Canal

IN the very last year of the nineteenth century, two hundred and twenty-seven years after the day when Joliet stood at Mud Lake, near Summitt, and speculated on a half-mile ditch to connect the Chicago and the Desplaines Rivers, the City of Chicago accomplished a feat of engineering which to that gallant explorer, prophetic though he was, would have seemed as impossible as a bridge to the moon. It was the spectacular feat of reversing the current of the Chicago River, and causing it to flow —not into Lake Michigan as it had from the closing days of the latest Glacial Age, but into the Desplaines River, and so into the Illinois and the Mississippi, finally draining into the Gulf of Mexico instead of the Gulf of St. Lawrence.

Such a gigantic feat of engineering was not undertaken on the spur of the moment, nor completed in a brief space of time. It was the result of twenty years of intensive planning, and more than seven years of incessant labor, and the expenditure, in round numbers, of fifty million dollars.

Objects

Two imperative needs of the city the great Drainage Canal served—two needs which ordinarily are separate and distinct, but which in Chicago are so bound together that they constitute a single problem—the necessity of preserving the city's water supply from dangerous contamination, and that of caring for the surface drainage and the sewage of the city. From the earliest days of the Fort Dearborn Settlement the settlers found in Lake Michigan an inexhaustible supply of pure water. It mattered not at all, at first, that the Chicago River flowed into

Barnum & Barnum Photo

Wabash Avenue from Panorama Place, now Seventh Street. This view was taken in 1912. On the right may be seen the Panorama of the Battle of Gettysburg and on the left "Jerusalem."

the lake. A short distance north or south of the river's mouth the water was pure.

When the settlement became the Town of Chicago, and a little later the City of Chicago, and more and more refuse was carried by the river, pipes were laid into the lake and water pumped from a spot where it was still unpolluted.

As the city grew and expanded, as the population doubled and trebled, as shops and factories and abattoirs multiplied, the sewage which the Chicago River poured into the lake became more and more a peril to the city's health.

When the Illinois and Michigan Canal was opened, and pumps set to lifting sewage into it, the situation was remedied—for a time. Even then there were breakdowns. Floods at intervals sent the waters of the Desplaines River tearing down the channel of the Chicago River, bearing its noisome burden of sewage into the lake and making it necessary for many days at a time to boil the drinking water. Typhoid fever became a deadly menace, and the city's reputation as a healthy community began to suffer, even in that day when such diseases as typhoid were looked upon more as an affliction sent of God than as a direct result of man's uncleanliness as to his food and drink.

Public attention began to be focussed upon the twin problem of drainage and a water supply long before the date of the Exposition. It was in 1880 that the Citizens' Association of Chicago organized and began to make appeals, through the newspapers and pamphlets, that some direct action be taken by the authorities.

The immediate cause, or at least the occasion, of concerted action was another flood of the Desplaines River in the summer of 1885, when it backed the South Branch of the Chicago River, with all its noisome accumulations from the stockyards, out

Libby Prison War Museum, brought from Richmond, Virginia, mainly through the efforts of Mr. C. F. Gunther before the World's Fair, attracted crowds of visitors for many years. The wall on the Wabash Avenue side is now incorporated in the facade of the Coliseum Building. The old prison was wrecked after the World's Fair.

into the lake and into the supply of drinking water. The Citizens' Association redoubled its activity, and public opinion finally goaded the city council into action. It appointed a committee to take preliminary steps, and after a report the council, in January, 1886, adopted a resolution for the creation of a "Drainage and Water Supply Commission"—thus tying together in the ordinance the two pressing needs of the city.

Sanitary District, handling all the mighty problems of drainage and water supply of the territory surrounding Chicago, and with navigation of the channel and the supply of electric light and power as by-products.

To nothing short of genius can be ascribed the task accomplished by these three men. They were required to formulate a workable plan on which should be based the water supply and the drainage

At Chicago Avenue and Pine Street were the Water Works. At the left Tower Court is shown as vacant property. On Pearson Street are the homes of Charles B. and John V. Farwell. Small wooden structures occupied the property immediately north of these palatial homes. The Water Tower withstood the torrent of flames that poured upon it from the southwest during the Great Fire, and is today the most outstanding relic of that calamity that so greatly altered the face of Chicago. The pumping house, because of its wooden roof, was destroyed.

First Commission

Mayor Carter H. Harrison appointed three men to constitute the Commission—Rudolph Hering, chief engineer, and Benizette Williams, and Samuel G. Artingstall his consultants. These three began the work which today is carried on by the powerful

of the growing city for generations to come, and they were to make their report one year from their appointment. In that time they must gather all the data of rainfall on the watersheds involved, the capacity of the various river channels, rise and fall of lake levels, size and gradient of all sewers with allowance for the rapid drainage of the paved area

as the city continued to grow and spread, depth, width and pitch of the canal, the volume of water that would be required from the lake—all the great problems involved in one of the most immense and intricate engineering problems man has yet undertaken. And they did it.

The report which that commission made to the city council in January, 1887, was the basis of the action of the state legislature, appointing a committee of five to study the entire matter and report a bill to the legislature. For two years the committee held public hearings in the territory surrounding Chicago and affected by the proposed legislation, and finally, on February, 1889, reported a bill entitled "An Act creating the Chicago Sanitary District." This bill also bore the hallmark of genius, for it was so drawn that it has stood the test of innumerable lawsuits against its constitutionality, and it not only combines the twin problems of drainage and water supply, but places them as far as possible beyond the reach of partisan politics by making the Sanitary District an independent body, laying and collecting its own taxes, and expending money as it thinks best in administering the tremendous industrial plant which has been builded up.

The first North Side Water Works at the lake and Chicago Avenue, erected under the Chicago Hydraulic Company, began operation in February, 1854, and were in use until the middle sixties. The old Hydraulic Company's reservoir, built by Ira Miltimore in 1842 and located at Lake Street and Michigan Avenue, had supplied only the South and West Sides.

The Work

After long and tedious work upon the details of the undertaking, construction was actually begun on September 3, 1892, called "Shovel Day." As on that other occasion when the Illinois and Michigan Canal was brought into being, an excursion was run to the scene of the first digging, on the exact line between Will and Cook Counties, some two miles beyond Lemont, Illinois. There the first shovel of earth was turned, part of it being in Will and part in Cook County.

The natural channel of the Chicago River, dredged to suitable depth, was utilized for the first six miles of the Drainage Canal, as the new channel is called. The artificial channel begins at Robey Street (now Damen Avenue) and follows closely the line of the Illinois and Michigan Canal. The tremendous physical task of channeling through forty miles of ground of variable character, fifteen miles of which was in solid rock, was pushed vigorously, and after seven years and four months was completed, on January 2, 1900.

Old Market Hall was built in 1848 in the center of State Street facing south at Randolph Street. The lower floor was devoted to stalls corresponding to those that later characterized South Water Street. The second floor was used for public meetings, and here the Common Council had its rooms until 1853.

Enlarging the Capacity

But the completion of the great channel was only one step, albeit the most important, in the safeguarding of Chicago's water supply. The Columbian Exposition, involving the tremendous expansion of the city, had come and gone, and Chicago was already a city of more than one and three-quarter millions of people, spreading rapidly over the land. South of the city proper had grown up steel and iron plants with a large population of workers surrounding them, pouring all their sewage into the Calumet river—which discharged into Lake Michigan a little more than a mile and a half from an important water intake. North of the city, all along the lake front, had grown up suburbs, all of which discharged their sewage directly into the lake.

Under the ample powers with which the legislature had clothed the Sanitary District, it promptly annexed these watersheds and proceeded to remedy the unbearable situation. The result has been the Calumet-Sag Channel which reverses the current of the Calumet River exactly as was done with the Chicago River; and the North Shore District, from which the sewage is pumped into the canal.

Water Supply

Aside from all the problems of drainage, the physical task of supplying water to the City of Chicago has been through the years a mighty undertaking. It has already been seen that in the early days of the Fort Dearborn Settlement water was dipped from the Chicago River or from the lake by

Barnum & Barnum Photo

Looking north from South Water Street on Dearborn to the Dearborn Street bridge. The wholesale grocery establishment of Steele-Wedeles Company is shown at Dearborn and Kinzie Streets. The old commission house of J. C. and C. R. Scales is shown at the northwest corner of South Water Street. Photograph taken in 1923.

With the opening of the Drainage Canal, freeing Lake Michigan from the polluted waters of the Chicago River, the death rate from water-borne disease dropped as by magic. As time has gone on, typhoid fever has fallen from its once high estate as a source of mortality until it is almost negligible. Except for cases brought in from points outside the city, Chicago almost never has to write down a death due to that once dreaded disease.

the householders. When the population had so increased that it was profitable, vendors mounted a cask on wheels and hauled water around to the cabins, earning a fluctuating income by selling it at a dime a barrel.

Then came the first "water works" in 1842, already described; and in 1853 the city water works at the foot of Chicago Avenue. This supplied water for years, but there was much complaint after every

storm when the water became muddy from the pounding of the surf on the soft banks; and at various seasons when numerous small fish were caught in the supply pipe and found their way through faucets into the housewife's kitchen utensils or into the bath tub.

Then the city engineer, Ellis S. Chesbrough, proposed that the city run a tunnel under the lake, coming to the surface two miles out, and thus secure a pure water supply. This was built, and opened on March 8, 1867. The city continued to grow and to demand more and more pure water, and tunnel after tunnel was run out into the lake, more and heavier pumps were installed, until the equivalent of a large river now pours, day and night, through the great artificial channels and beneath the streets of the city, and into the homes of more than three million people. There are now six intake cribs served by ten tunnels, varying in length from two to more than four miles, bringing water into the city—and more are needed. Those now in service leave the lake at Seventy-third Street, at Sixty-Eighth Street, at Twelfth Street, at Chicago Avenue, at Oak Street, and at Montrose Boulevard.

Photo by Kaufmann & Fabry

The southwest corner of La Salle and South Water Street in the nineties.

The Chicago Plan

CHICAGO'S civic loveliness, depending largely on adaptation of growth to natural surroundings, and the orderly planning of streets, buildings and groups, is not in any of its aspects due to accident, nor to an inspired co-operation among hundreds of diverse and sometimes hostile interests, but to careful planning and soul-trying work over a long period of years.

It may be said to have grown directly out of the World's Columbian Exposition, for Daniel Burn-

ham, Chief of Construction of the Exposition, conceived the idea of a mighty city built along carefully wrought plans looking far into the future, and he it was who drew up the now world-famous Plan of Chicago. Not all the details of the Burnham plan have been retained, for conditions have changed tremendously in thirty-five years. Motor vehicles, moving at an ordinary speed of forty miles an hour, and in such numbers as to necessitate forty-foot roadways in the country and correspondingly wide streets, had not then appeared. Airplanes, his beloved city was concerned, that the plan he drew, in all its essential aspects, is the plan on which the mighty Chicago of today is builded, and on which it continues to plan for the still mightier Chicago of a century hence.

The vision of Burnham included a development of Chicago's marvelous lake front, which in his day was more or less unsightly, not to say repellent; a civic center some two miles back from the lake front, where should be grouped in convenient and artistic array the principal public structures;

Courtesy of Lawrence E. Dicke

Photograph taken in the latter days of "Captain" and "Ma" Streeter in the "Deestrict" of Lake Michigan.

with their speed across the continents and seas at more than 100 miles an hour, with the consequent demand for landing fields and mail and freight depots easy of access, were not even dreams in his day. The great office buildings of the Loop district, reaching 400 to 600 feet in the air, housing twenty times as many tenants as the buildings of the older Chicago, and pouring them all into the streets at once to flood the traffic lanes, were beyond the reasonable conjecture of any man of that day.

Yet, such was the genius of Daniel H. Burnham, such his power of divination where the future of broad, diagonal arteries leading from the civic center to the outer borders of the city; concentric rings of wide boulevards at convenient distances; ample parks and drives; key streets opened through the entire length of the city, and widened to accommodate the traffic of a city many times the size of the Chicago of that day; a style of architecture suited to the needs and yet arranged artistically to gratify the finer tastes of such a city—all these and more Burnham planned. Moreover, with his associate, E. H. Bennett, he put his plans on paper in such form that the ordinary business and

professional man could comprehend and, in some measure, appreciate them.

The Chicago Plan Commission came into being years afterward, for the sole purpose of carrying on, year after year, the work thus laid out for the city by Burnham. The plan was taken up by the Commercial Club of Chicago, and the city and all prominent citizens were urged to take concerted action along the lines laid down therein. The Plan Commission was appointed by the mayor, and its membership includes the mayor himself, the entire city council, the heads of the city departments, and of various bodies of the city administration, and leaders in all walks of life. The members number 328. Charles H. Wacker, one of the most devoted friends Chicago ever had, wealthy, energetic, unsparing of himself in public affairs, was made permanent chairman, and for some fifteen years the marvelous growth of Chicago along the lines indicated by the Plan was due to his energy, his diplomacy, and his patience. For years his managing director was the late Walter S. Moody, author of a book on the Plan, "What of the City?" On his death Mr. Moody was succeeded by Eugene S. Taylor, who still serves the Plan.

When, because of advancing years and declining health, Mr. Wacker wished to be relieved of the weight of the chairmanship, James Simpson, president of Marshall Field & Company, was appointed permanent chairman, and he has carried on the work along the same lines, and with the same vigor and high-minded devotion to the city.

Street and River Improvement

In the beginning there were few who comprehended, and measurably fewer who appreciated the importance of the work of the Plan Commission. The unfortunate phrase "The City Beautiful" was coined and applied to the Chicago to be, and this was made the target of skeptics. It was the popular belief that anything "beautiful" could be neither strong nor useful nor—by reason of that—desirable. Ugliness was thought inevitable in anything commercially valuable.

But Charles H. Wacker, James Simpson, and the men who have worked with them, have taught Chicago that the artistic is more valuable even in the mere money sense than the drab, leaving out of the question its effect on the character of the people.

The last day on South Water Street, August 27, 1925.

Not always has the Commission had its way, but this may be said for it: Whenever the people have refused to do what the Plan Commission advised, they have always regretted afterward—and sometimes in vain. For example, years ago the Plan Commission urged that Halsted Street be widened. It is one of the key streets in the Chicago Plan, extending from north of Lincoln Park to the southern city limits, and, even in the days of the horse dray, carrying a tremendous traffic load. The property meantime that the cost had become prohibitive, and Halsted Street is still narrow. In all probability, however, the future will see even the large, new buildings shorn away and Halsted Street, despite the ruinous cost, widened to accommodate the traffic which must of necessity use it.

A similar case, but with different results, arose when it was proposed to widen and straighten Michigan Avenue, double deck it, and build the two-deck Boulevard Link bridge to replace the ancient

Kaufmann & Fabry Photo

When South Water Street was made over into Wacker Drive there was a wholesale exodus of the scores of commission houses. This shows the new home of the South Water Market between Fourteenth Place and Fifteenth Street and from Morgan Street to Racine Avenue.

owners objected, claimed it would mean confiscation of their property; they could not bear the expense. The plan was for that time abandoned.

Years later, when traffic had so increased that the street was often blocked entirely, when trade was slackened because of the congestion, when the results of their own parsimony were plainly seen by the property owners, they came to the Plan Commission and pleaded that the street be then widened. But so many new buildings had been erected in the and narrow Rush Street bridge. The property owners wailed, and declared that they would be ruined. The city, backed by the Plan Commission, fought the case through the courts and won. The fronts of immense buildings were cut away, everything that obstructed the plan was ruthlessly destroyed, and the great boulevard widened and double-decked. The wonderful Boulevard Link bridge was installed, and the whole opened to traffic.

The city, of course, paid ample compensation to

property owners for the land taken and buildings damaged or destroyed. And when it was all finished, the owners found to their amazement that, in addition to the damages they had received, their property was worth several times as much as it was before the improvement was made.

Many of the breath-taking proposals of the Plan Commission have already been completed, others are well under way, some have just been begun, and others are still on the waiting list. Among the more important improvements are these:

(1) Completion of the Michigan Avenue improvement and the Link bridge already mentioned.

(2) Widening and double-decking of old South Water Street (now Wacker Drive) and connecting it with the two levels of Michigan Boulevard. This, too, was accomplished, not without endless lawsuits and every form of legal objection. There was something of sentiment as well as business conservatism behind the objections. South Water was the very first street Chicago ever had. There, strung east and west along the south bank of the river, were built the first cabins of the settlers under the protection afforded by the garrison at Fort Dearborn.

There sprung up the first stores of the settlement, and along that street splashed the first ox-drawn wagons of immigrants coming to the settlement, and of farmers from downstate hauling produce to the fort for the soldiers or to trade to the Indians.

As the city grew, South Water Street became the accepted public market. Along both sides of it sprang up commission houses, and the sidewalks and streets were all day long almost impassable by reason of merchandise piled on them, and the crowding of drays and trucks and wagons and carts. It became one of the show places of the city, reeking with odors and deafening with clamor. There were gathered carloads of fruits, vegetables, crates of chickens, turkeys, guineas, ducks, geese, fish, meats, produce of all kinds, extending for many blocks on both sides of the street. South Water Street was for a half century the despair and trial of traffic officers, merchants and pedestrians.

It required years of constant pressure before the produce market was finally removed and the work of remaking the street was begun. It has been so transformed that no man of Fort Dearborn Settlement days could possibly recognize any feature of it. All buildings between the street and the river were demolished and the street, double-decked and paved with concrete, widened to the river's edge. All buildings on the south side of the street were condemned, and most of them now have been torn down and replaced with towering structures costing many millions each.

Finally, the city council destroyed the very name of South Water Street, and, despite the protests of many who tried to preserve the historic old designation for the sake of its associations, renamed the thoroughfare Wacker Drive.

Dearborn Station, commonly known as the Polk Street Depot, one of the landmarks among the railroad depots of an earlier day.

(3) Widening and extension of Twelfth Street, now Roosevelt Road. This included not only the widening of the western portion of the street, at the cost of heavy damages and over the protests of some owners, but the construction of a great viaduct across the railroad tracks and a wide bridge over the South Branch of the Chicago River.

That part of the work is completed. What remains is of much greater importance to the Chicago Plan. It includes the demolition of the old Illinois Central railroad station at Park Row and Michigan Boulevard, and its reconstruction farther south, where it will face Roosevelt Road when it is extended through to the lake front. The new station, by arrangement with the railroad company, will harmonize with the new $5,000,000 Field Museum building, already constructed to face the extended Roosevelt Road. On the north side of the thoroughfare, facing the Field Museum and harmonizing with it, stands the magnificent Shedd Aquarium, recently completed, the gift to the city of the late John G. Shedd, president of Marshall Field and Company.

The Grand Central Station at Harrison and Fifth Avenue called the B & O Station.

The Illinois Central has already electrified its lines, and plans are near completion for the new station. The city awaits only the removal of the old station to extend Roosevelt Road, and complete one of its most important undertakings.

(4) Straightening of the bed of the Chicago River between Polk and Eighteenth Streets, and the opening of a number of streets to the south.

This is one of the most important, commercially, of all the undertakings of the city under the Chicago Plan. Like many other changes, it was fought for years by the very interests which will be most benefited by the improvement.

There are many and complicated details of the plan, but in its essential features it is very simple. It consists in removing the great eastward bend of the river from Polk to Eighteenth Streets. This bend blocks the southward extension of La Salle, Wells and Franklin Streets. The work consists in digging a new channel for the river and filling in the old channel, then extending the streets and removing the bridges to the new channel.

Another mighty venture which hinges on the straightening of the river is the proposed new passenger station to accommodate the roads which now pour their human cargoes into the old station at Polk and Dearborn Streets.

The contract for digging the new channel was let in the summer of 1928, after many years of haggling. The principal cause of the delay was the intricate system of ownership and leases among the many railroad companies. Few of them were at all interested in Chicago's progress, and many were more concerned with some fancied advantage over another road than in seeing the improvement carried through. However, the Plan Commission and the city have apparently overcome all obstacles, and the straightened river, the opened streets and, eventually, the new passenger station are assured. The actual digging of the new channel was begun late in 1928.

It is difficult for the layman to realize how much relief may be expected from traffic congestion by the opening of three wide streets from the south side of the Loop, so that traffic will no longer be crowded into Canal Street on the West, the narrow Wentworth Avenue, or Michigan Avenue far to the east.

(5) Widening of La Salle Street from Washington Street north, and the construction of a modern bridge across the Chicago River.

This improvement is comparable, in character and importance, to the widening and double-decking of Michigan Boulevard, though the cost will be much less because La Salle Street, north of the river, is largely a street of ancient residences set well back from the street. Actual work was begun on the street widening and bridge building in 1927, but there have been so many and such vexatious delays through court proceedings, that the city has at times been on the verge of ceasing work until the opposition subsides.

Curiously enough, the principal objector has been the Moody Bible Institute which, though owning property valued at millions, and enjoying the protection of the city, pays no taxes.

In sharp contrast to this attitude was that of the late John G. Shedd, president of Marshall Field and Company. The Plan Commission had called a public meeting to consider the project, and decide whether to undertake it. Mr. Shedd listened in silence for some time, then rose and said in his simple, straightforward way:

"Speaking for a not inconsiderable taxpayer, I am heartily in favor of this improvement."

That little speech alone would have decided the action of the meeting, and it was voted to proceed at once.

Perhaps the most important feature of this project is the building of the bridge. In all the history of the city there has never been a bridge joining the North and South sides at La Salle Street. The street cars pass by tunnel beneath the river bed, but on the surface of the street, all these years,

Photo by Copelin

La Salle Street looking north at Randolph Street showing entrance to the tunnel in the cable car era. Old Jackson Hall is the sixth building on the right.

traffic has come to a dead stop at the river. The new bridge was formally opened late in 1928. When the thoroughfare has been widened, La Salle Street will inevitably take a heavy load of north-bound traffic off the already crowded Michigan Boulevard and its Link Bridge.

(6) The widening and extension of Ogden Avenue from Union Park to Lincoln Park, making it a broad and continuous paved thoroughfare from Lincoln Park to the southwestern city limits, whence it passes through Cicero, Berwyn, Riverside, Lyons, and so through La Grange and into the country.

(8) The widening and double decking of Canal Street between Washington Street and Roosevelt Road. This included the plans for the magnificent new Union passenger station, the new Monroe Street bridge across the river, another bridge to the northeast connecting with Orleans Street north of the river, and a connection with the Franklin-Orleans Street bridge already in use.

This improvement also included the plans for the new U. S. Postoffice Building to be located at Canal, Clinton, Harrison and Polk Streets. The government has purchased from the Marshall Field estate

Barnum & Barnum Photo

On their way to the Derby—coaching in the eighties.

The work has been completed and the avenue opened except for the stretch across Goose Island, in the North Branch of the river. That will be very expensive, involving bridges across the river and viaducts over the network of railroad tracks

(7) The widening, and in some cases the opening of closed stretches of streets several blocks in extent, of Western Avenue, Ashland Avenue, Robey Street (now Damen Avenue), Twenty-second Street, Kimball Avenue, and the famous and historic old Archer Road, now Archer Avenue, the only great diagonal artery leading to the southwest on the south side of the river and the canals.

almost ninety per cent of the required land, and is negotiating for the remainder. The building is to be six stories high, to cover some six acres of ground, and will cost about $12,000,000.

Without doubt the Chicago Plan Commission will be permitted to assist in passing on the architecture of the building, since it is so intimately connected with the city's future growth. Also, the Plan Commission remembers, if the officials at Washington do not, that on all past occasions Chicago had far outgrown the Postoffice Building before it was completed, and will urge that the new one be large enough, at least when it is opened.

(9) The purchase of forest land in the suburbs, especially along streams, and the preservation of plant and animal life so far as possible. Under the urging of the Chicago Plan Commission, there was formed a Forest Preserve Commission of Cook County, and it has already acquired 31,000 acres of land which it administers as public parks. These forest preserves are intimately linked with the city's boulevard system of outer drives.

brought up from time to time by the Chicago Plan Commission, but these are the most important ones completed or in immediate prospect. Without the Plan Commission, or some similar body of able and disinterested men, the Chicago of today would have been as haphazard, as inconvenient and as ugly as the Chicago of the days before the World's Fair. And without such expert advice and guidance the Chicago of the future, overwhelmed by the demands

Barnum & Barnum Photo

Derby Day at Washington Park—waiting for the start.

(10) The South Shore improvement along the lake front, perhaps the most spectacular of all. This includes a continuous chain of lagoons and islands from Lincoln Park on the north to Jackson Park on the south, with the Outer Drive along the lake front crossing the Chicago River at the Municipal Pier and connecting with Lake Shore Drive. No city in the world has such a splendid system of parks along a water front.

There are numerous other improvements to be

for transportation, crowded, insanitary and hideous to the eye, would fall of its own weight and be surpassed by other cities with a clearer view.

With the Plan Commission perpetuated from year to year, its devoted members working without pay and often at great cost to themselves, using the talents of artists and designers, engineers and builders second to none in the world, Chicago will surpass the dreams even of Daniel H. Burnham, who had such a surpassing vision of her future.

Chicago's War Spirit

CHICAGO'S part in the World War was the part of a rich, powerful, loyal city, eager to do all she could to help the nation win the war into which it had been unwillingly dragged. A city enthusiastic, even sentimental in its devotion, yet at times misunderstood by reason of some of its official representatives. A city which needed but a hint of something required by the soldiers to so overdo the supplying of that need that at times it became an embarrassment. The part which Chicago played in the mighty conflict is important because of its effects on the city itself rather than because Chicago's contribution to the army and navy was outstanding above that of other communities.

Barnum & Barnum Photo

Derby Day at Washington Park—after a long drive.

The American Red Cross

Chicago caught the war spirit much earlier than any other large city in the United States. That was because the city was made headquarters for the largest and most important division of the American Red Cross, and was entrusted with raising funds and keeping before the minds of the people the importance to America of the conflict raging in Europe.

It was soon after the violation of Belgium that the United States was parcelled out by the president into geographic units, and orders given to organize Red Cross chapters. Ernest P. Bicknell, formerly with United Charities, was a sort of field marshal, and he sent to Chicago John J. O'Connor, a young attorney and newspaper man, native here, but at the moment in Minneapolis. O'Connor was instructed to organize the Central Division of twelve states, with headquarters in Chicago, and raise $100,000 for relief of the wounded in Europe, and the rescue of women and children.

At that time there was not even a chapter of the Red Cross in Chicago, and the public had but the

faintest conception of what was required. For weeks all the Red Cross activities of twelve states were carried on in two small rooms of the Marquette Building at Adams and Dearborn Streets. Manager O'Connor's entire staff consisted of his secretary and an office boy. Then, from the old Chicago Examiner, he drafted Charles Lee Bryson and opened a campaign of publicity—newspaper articles, booklets, pamphlets and handbills, to let the country know what the Red Cross was and what it asked of the people.

It took more time and effort to raise that first hundred thousand dollars than it did, a few years later, to raise almost twenty times that sum. But just at that time came news from the front which gripped the hearts of the people as few other things did. In a private letter to Mrs. A. A. Carpenter, one of Chicago's noblest women who gave her time

The Temple, or Woman's Temple, erected between 1880 and 1892 at the southeast corner of La Salle and Monroe Streets. Willard Hall, in this building, was intended to be to the cause of temperance what Westminster Abbey is to England's great celebrities. The building has given place to the magnificent building of the State Bank of Chicago, opened in 1928.

and means to the cause, came the news that France, caught entirely unaware by the war, had run out of anesthetics.

"For God's sake, get chloroform to us," the letter said. "They are operating without anesthetics."

That story, furnished the newspapers, centered attention on what the Red Cross was doing, and presently the "first hundred thousand" was subscribed and sent forward.

Then the Chicago Chapter of the American Red Cross was formed, with the finest of the city's splendid men and women at its head. The first chairman was A. A. Sprague, who later, when his own country became involved, went into the army and achieved a colonelcy. He was succeeded by the late Marquis Eaton, an able lawyer and splendid organizer, who builded the chapter into perhaps the largest and most efficient in the United States.

The Central Division expanded rapidly, and had to move, first into the Merchants' Loan and Trust Building at 112 West Adams Street, and later to the Le Moyne Building at the southwest corner of Wabash Avenue and Lake Street.

There, until the close of the war, it occupied several floors of space, besides innumerable workshops, warehouses and depots leased all over the city.

The roll of names of the women who gave their time and talents to Red Cross service would read like a combined social register and business directory. Matrons and daughters of Chicago's oldest and wealthiest families either went to headquarters and took charge of departments, directing the work of thousands in making surgical dressings, hospital supplies and comforts for the soldiers, or they organized the women of their own neighborhoods and drilled them. They worked without a cent of pay, and many of them spent their own money freely.

It was well for the American soldiers that the people at home were so well trained in making the needed supplies, and had been made to realize the importance of backing up the men in the field. Also it was well for the morale of the people themselves that they could realize that in Red Cross work they were aiding as effectually as if they bore arms.

The second manager of the Central Division of the Red Cross was Bruce D. Smith, a vice-president of the Northern Trust Company. He was appointed when John J. O'Connor was detached and sent to administer earthquake relief in Guatemala. Smith rendered splendid service until the United States entered the war. Then, like A. A. Sprague, he resigned and entered the army where he served gallantly as captain in the Gas and Flame forces.

The City Hall erected between 1877 and 1885 is here being demolished. James J. Egan was the architect. The completed County Building occupied the east half of the block.

The War Exposition

Perhaps nothing better illustrates how quickly Chicago's enthusiasm can be stirred in a worthy cause, than its reception of the United States Government War Exposition, to give that event its official title. It was in the summer of 1918 when the Germans were making their grand assault upon the French lines in a desperate attempt to break through to Paris. Two million men were in France or on the way, and two million more preparing. The government knew that if the war went on it must make heavier demands than ever upon the country, and it wanted the people to realize what the war meant.

To this end the war department staged a "War Exposition" in various cities. Among them one in Chicago. After weeks of preparation the material arrived—twenty-six carloads of it, mostly wreckage from the battlefields of France. There were captured airplanes, shattered field pieces, trench mortars, hand grenades, muskets of all patterns, bayonets, battle tanks—all the paraphernalia of the armies in the field. Nearly all the Allied Nations sent exhibits, with soldiers in uniform to take part in the ceremonies.

One of the most popular features was a mimic battle, staged every afternoon and evening, in which a brigade of troops from the training camp at Rockford, the sailors from the Great Lakes training station, state troops, battle planes, and even the original British battle tank the Britannia, took part. All this lent itself splendidly to publicity, and Chicago attended en masse. The gates were open exactly two weeks, and in that time the paid admissions were only a few thousand short of two million dollars.

While the real purpose of the exposition was to bring the war more vividly to the people's consciousness, and raising money was merely incidental, that, too, was a success. Not only did Chicago pay off the deficit incurred by other cities where the exposition had been given, pay its own expenses in full, but turned into the United States treasury $300,000 in cash.

From that may be estimated the enthusiasm of the people of Chicago for the war, when once the government stood committed to it.

The Howland Block, at the southwest corner of Dearborn and Monroe Streets.

Volunteers

Meantime, the youth and even the middle age of Chicago had gone blithely overseas to fight militarism. By tens and by hundreds they crossed into Canada, or took passage to England, and filtered into the Canadian army, the British army, the French Foreign Legion—into whatever branch of service they could find, long before the United States declared war.

When war came, volunteers flocked to the colors as they always have when the country has faced a fight. But the government quickly set up the machinery for what was called the "selective draft," under which all men up to a certain age were called, registered, and those with the fewest family ties and the best physique were chosen for the army. Into the army and navy training camps they went for brief periods of drill and instruction, and in a few months they poured in an unbroken stream across the Atlantic to battle in France and Belgium.

But not all Chicago's men were objects of pride. There was an element, largely of alien birth but with many a renegade native American among the leaders, which constantly tried to hamper the government by causing strikes, setting fires, and openly preaching opposition to prosecution of the war. Usually the pretext was "humanitarianism," but the net result was to sacrifice more lives and treasure on the altar of war.

But for the most part Chicago went cheerfully, gladly, jubilantly, making of it a great adventure though knowing it for the horrible thing it was. And when the war was over, Chicago's sons came home as they have come from every war—those who had not fallen on the field—and took up again the life of office and shop and factory.

turned them all, so far as possible, to war service. It took over the railroads bodily, and administered them in the interest, first, of troop, supply and munitions transport. It commandeered factories large and small, and set them to turning out shells, grenades, munitions of all kinds. It set the great packing plants to canning foods for overseas shipment. It placed a limit on the price the farmer might charge for his wheat, and on the amount of flour, sugar, meat and other foodstuffs the householder might consume.

The great majority of Chicagoans welcomed these restrictions. They cheerfully did what the government required toward the winning of the war, and many a firm later went bankrupt without a murmur when the dawn of Armistice Day found it with

Courtesy of Wm. Green, the Conductor of this Car

On Chicago Day at the World's Fair, October 9, 1893. This shows the cars brimming over with humanity. The scene is at Sixty-first Street and Wentworth Avenue, looking north.

War Rations

The effect of the World War on the commercial and industrial life of Chicago was as profound as it had been on the personal fortunes of the men who went overseas. Everything was of necessity more or less disrupted. The government laid a powerful hand on the industries of the country, and equipment unsuited to its normal uses, its markets gone and its credit impaired. Like their sons who had gone forth to battle, the people made a jest of restrictions on the quality and quantity of their food. This is perhaps best illustrated by the hand-lettered card displayed on the tables of one Chicago restaurant when patrons were required to use little or no sugar: "Use only one lump and stir like hell —we don't mind the noise."

Reforms

A GREAT reform movement which swept over Chicago in the years just before the World War was directed against social vice. There had always been ordinances against maintaining a disorderly house, but partly for reasons of policy in handling the evil, and partly because there was no great public demand for enforcement, it had been customary to regulate rather than suppress these institutions.

An area of several blocks, including those bounded by Eighteenth, Twenty-second and Dearborn Streets and Wabash Avenue, was practically set aside for disorderly houses, saloons, and such small stores as supplied the residents of that quarter.

Periodical fines, which had the practical effect of a tax, were levied on inmates and proprietors, but unless the peace were disturbed arrests were seldom made.

The police knew all the residents, and were able to keep them under strict surveillance. If a crime were committed there, or by anyone who later took refuge there, the police had informers who quickly betrayed the criminal and he was captured.

The police were very largely successful in keeping the disorderly element herded into this "levee district" as it was called, and a few smaller, outlying sections of similar character. The invasion of a residence neighborhood was the signal for a raid, and the conviction of keepers and inmates.

evidence and forcing prosecution in the courts, demanding the strict enforcement of the law against disorderly houses. The efforts of the Committee prevailed and raid after raid, conviction after conviction, convinced the keepers that the police finally meant to close them permanently, and they nailed up their doors. In the summer of 1912 the whole "levee district" was closed to houses of ill repute, with a few secret exceptions where persons in high political favor were permitted to continue to run clandestinely.

It was a mighty victory for the moral forces of Chicago, and yet, as in the case of prohibition, there were unlooked-for reactions, and he is a bold prophet who will even now foretell what will be the

Chicago Union Stock Yards in 1865.

But this situation was intolerable for that element of the people who insisted on strict enforcement of the ordinances against immorality, and would listen to no compromise however desirable the results promised. Public wrath was aroused, largely by the alliance of the liquor trade with the disorderly house keepers—the same liquor men who were fated to continue to flout the laws and irritate even those not opposed to the moderate use of liquor, until they brought prohibition upon the land.

The liquor interests used the disorderly houses to push sales of their wares, and brought political influence to bear to protect them from punishment, until the people determined to break the alliance at whatever cost. The Committee of Fifteen was organized, made up of some of the foremost business and professional men of the city, money was freely furnished them, and they set about gathering sufficient

net result when all the causes then set in motion have produced their results.

One result was that all the thousands of women, driven from the district, went elsewhere to make their living. Doubtless some—a number impossible even to estimate—found work in legitimate lines. The others merely moved into other neighborhoods, from which theretofore they had been barred, and continued to live as they had lived, though more circumspectly. The most desirable residence and business districts in the city were invaded. What had been termed the "terrible cancer" of the city had been suppressed in one spot, but it broke out in smaller sores in a thousand other places.

The effect of thus scattering over the city the element which had been kept under close police surveillance and to what extent it has been responsible for the many crimes against women, cannot at this

time be estimated. Perhaps there can never be an approach to exactitude in apportioning responsibility for this questionable policy.

Whatever may be the ultimate results, there is no disputing that many an evil was abated by the action of the Committee of Fifteen, and that it has worked steadily through the years that have followed, trying to stamp out commercial vice. And if it shall appear that other unbearable evils grow out of that change, the men who have at heart Chicago's good will make still other changes until they find the best possible way of handling them.

Jevne & Almini Print

Clark and South Water Streets (Wacker Drive), looking west to Franklin Street. This was called "one of the central business points of the city" at this period, 1865, largely given up to insurance companies. On the left is the Horatio G. Loomis Block. At Wells and South Water Streets is the Sail Loft of Gilbert Hubbard and George B. Carpenter. On the right are the George W. Dole Building, Clark Street Bridge and the Hilliard Block. Achert & Mueller, Tobacconists, occupied the corner store. As no tunnels were built under the river until 1868, the congestion at the bridges was considered a great detriment to the development of the north and west sides of the city.

Prohibition

Chicago was profoundly affected by another feature of the war—a feature which may perhaps be called a by-product, prohibition. Of course it was not directly caused by the war, yet without the war it may well be doubted if it could have been put into the United States Constitution as it was. There was no Joseph Medill in 1918 to carry to Washington his plea that the soldiers in the field be allowed a vote on a matter so directly concerning them. In round numbers, two million voters were in France and another two million on the way, or in training camps. Without their ballots prohibition was written into the organic law of the land, and when they returned home after the war it was an accomplished fact.

What concerns us here is not how prohibition came to be, nor whether it was the part of wisdom or folly to write sumptuary regulations into the fundamental law of a mighty nation, but what effect it has had on the City of Chicago. As to the facts of even this angle of the matter there is a great confusion of tongues.

In the years since the manufacture and sale of

liquor containing as much as one-half of one per cent alcohol has been forbidden by law, Chicago, together with other large American cities, has become known the world around for its flouting of that law.

There are several reasons for this lack of obedience. One is that Chicago has a very large number of foreign born among its more than three million people. The U. S. census of 1920 showed more than 800,000 residents of Chicago who were born in Russia, Poland, Germany, Sweden, Ireland, England and other lands where prohibition is unknown. They resented this invasion of what had always been their rights, and evaded the law whenever they chose to do so.

Another reason is that a great number of men and women held that the moderate use of wines in the home or elsewhere is not harmful, and is a matter of personal taste alone and not rightly subject to veto by the government. Without any interest whatever in the manufacture and sale of liquor, these citizens refused to be bound by what they considered an unjust law and an unwarranted invasion of their private lives, and they continue to use such liquor as they can obtain.

Still another element, and it is larger than would appear at first glance, is commercially interested in violating the law. This element brews and distills secretly, smuggles liquor across the borders from other countries, and supplies an unending flow of drink to those who refuse to abide by the law. One of the evil effects on Chicago has been an alliance between this class of law-breakers and office holders without regard to political affiliations. Much of the violence which has brought criticism upon the city has been due to the private wars of rival organizations of smugglers and illicit distillers and brewers.

Courtesy of Chicago Historical Society. Jevne & Almini Print

Court House Square in the late sixties. The Eastman National Business College can be seen in the distance at the left. At the near left can be seen the old firm of wine merchants, Grommes and Ullrich, and the several fire insurance companies to the left of the fountain.

Not until a longer period of time shall have elapsed, and a careful analysis is made of income and expenses, of cause and effect, can anyone say what has been the financial effect of prohibition on Chicago. It is indisputable that instead of a large revenue formerly paid for licenses to dispense liquor, the city now has no such income, but has in-

stead to pay increased sums to preserve order and try to enforce the prohibition law. To what extent this may be offset by increased sobriety on the part of working men, and the better care of their families, and how much of this is due to prohibition, is still a highly controversial subject.

Negro Population

MORE than a century and a half has passed since Jean Baptiste Pointe de Sable, a rich and educated negro, was the only permanent resident in the region which is now Chicago. That century and a half has seen many changes, but none more dramatic or unexpected than the change in the negro

Photo by Copelin

The northwest corner of Twenty-second Street and Wabash Avenue showing the Southern Hotel, once a fashionable family hotel, now in the heart of the Negro population.

population of the United States, and especially of Chicago.

Pointe de Sable was a San Domingan negro, free, rich, and well educated. He is believed to have been schooled in France. The Indians used to say he was "the first white man" who lived at Chicago. About 1779 he built the "Kinzie Mansion."

In his day, with the exception of the very few free and educated members of the race, the outlook of the negro in the United States was hopeless. He was born into slavery and in slavery he died. It was in some states forbidden by law to teach him to read and write. While in the vast majority of cases his owners were kind and indulgent, and cared for him as if he were a child, he had no legal rights which they were bound to respect any more than had their horses or their swine.

As has been seen, Chicago played no small part in the mighty events which placed Abraham Lincoln in the White House, brought on the Civil War, promulgated the Emancipation Proclamation, and wrote into the Constitution the fourteenth and fifteenth amendments which place the negro, theoretically, on a political level with the white man. Chicago was one of the most important stations on the Underground Railway by which runaway slaves were aided to evade their masters, dodge the agents of the law, and escape into Canada.

New Problems

Chicago played quite as important a role, though less willingly, in later years, in giving the negro the status he now has in the city. It was one thing to inveigh against slavery when all the negroes were owned in the South; to rejoice in the enfranchisement of the former slave when only Southern states were governed by ignorant blacks in reconstruction days; but it was quite another thing when the negro began to leave the South by tens of thousands, flock into Chicago, occupy positions formerly held by white men, and crowd into exclusive residence neighborhoods. Yet that is exactly what has happened to Chicago.

There has been a gradual movement of blacks northward from the days when carpet bag government was overthrown in the South and the negro and the unscrupulous Northern politicians were turned out of office. As porters on Pullman trains, as servants in families which traveled, as cooks and waiters, and in a lesser degree as laborers, negroes

From a Stereoscopic View by Copelin and Melander

La Salle Street north from Washington. The building of the Young Men's Association may be seen at the northwest corner of Randolph Street.

moved into the North where wages were better than in the impoverished South, and where there was as yet less prejudice against color.

Since their income was meager, they lived in the less desirable sections of the city, and formed colonies where rents were low and where, by herding together, they could reduce all expenses. Because of their ignorance and their inexperience of life—most of them came from plantations in the South and knew nothing about a large city—there was inevitably much petty infraction of the laws, and now and then a crime of the kind for which lynching is the penalty in some localities. Also the negro was imposed upon by unscrupulous whites, and made use of by politicians to his own harm.

But the negro worked, he put his children into the public schools—which were open to them—and slowly and painfully he began to rise in the world. The younger generation was better educated and earned a better income, knew the ways of the city, made better citizens.

It was the war which wrought in the Chicago negro a change which amounted to an upheaval. When some four million men—most of them white

From a Stereoscopic View by Copelin and Melander

Dearborn Street looking north from the corner of Madison Street. The Dearborn Theatre is shown near the corner of Washington Street. Speed's Block was the home of many real estate companies, and next is the office of the Chicago Real Estate Journal.

—went into the army in 1917 and 1918, all the great industries of the country were hard pressed for labor. Especially in Chicago, a great industrial center, there was insistent demand for men to do work for which no machine has yet been invented. It was imperative that the great stockyards should be kept running, for they not only prepared foods for American and Allied soldiers overseas, but they bought and paid for the farmer's stock and thus kept that industry going, and furnished foodstuffs for the home population.

of Chicagoans, they worked in the stores and office buildings, the hotels and theaters—everywhere they supplied the places of men who had gone to war.

And the tide thus started to flow has never stopped. It is conservatively estimated today that there are more than 200,000 negroes in Chicago; a quarter of a million may not be too high an estimate.

At first they occupied dwellings of the meaner sort on the near South Side, where once the Levee District held sway. Very soon they overflowed its boundaries and began taking possession of apart-

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A view of South Water Street east from Franklin Street in the early eighties.

Increasing Population

It was the great packing houses which first thought of bringing negro laborers up from the South to work in the plants. They sent agents into the South and presently entire train loads of negroes, men, women and children, were pouring into the city day after day. They took up the work in the stockyards, they became servants in the homes

ment buildings and then of good dwellings farther south, until today the entire section, from the business district south of the Loop as far as Garfield Boulevard (seven miles from Madison Street)—with here and there an exception—extending from near the lake front miles westward, is a "black belt." Grand Boulevard, one of the city's most magnificent drives, with palatial residences on both sides, is almost solidly black. Even in Chicago, the strong-

hold of Abolition, the city which sent Abraham Lincoln to Washington, the city which aided fugitive blacks by hundreds to escape their owners—even in Chicago the white residents move away when the blacks invade a neighborhood.

The wonder is, not that there has been one major collision between the races in Chicago, but that there has been but one. There have been many individual cases where white and black clashed over the sale of a building, the invasion of a block, or similar isolated instance of friction, and a life or two has been lost or a building burned. But, considering the numbers involved, and the magnitude of the movement, it has been amazingly quiet.

From a Stereoscopic View by Copelin and Melander

The Merchants' Insurance Building at the northwest corner of La Salle and Washington Streets. At the right are the Phoenix and Aetna Insurance Companies.

Race Riots

There was one major instance of violence, usually referred to as the "Race Riots of Chicago." It was in the summer of 1919, when the soldiers had returned from France and readjustment to home life was under way and the entire country ill at ease. There was some resentment because the blacks had taken possession of the South Side of the city, and the time was ripe for trouble.

At a bathing beach on the South Side one Sunday afternoon blacks and whites were in the water together. A young negro tried to climb on a raft with white boys and was pushed off. Others of his race went to his aid, and a fight started. A white boy threw a stone and knocked the negro off the raft and he was drowned.

From that moment the fighting became general and deadly. Guns were produced, men were killed, and excitement spread over the entire South Side of the city. When night fell, gangs of hoodlums of both races went about seeking defenseless men, beating and often killing them without cause.

State troops were rushed into the district, almost the entire police force was centered there, and powerful effort was made to stop the fighting.

There was sporadic violence for days, but the police department took vigorous hold, leading men of both races demanded that their fellows keep the peace, and what might have been a general massacre of blacks by the very city which had done most to free them and make them political brothers, was averted.

New Status

As the direct fruitage of all these years of trial and tribulation, the hard work, the self denial, the endless yearning for better things in both a material and a spiritual sense, there has grown up in Chicago a city within a city which is probably without a parallel anywhere. It has already been said that Grand Boulevard and the neighboring thoroughfares have been taken over in their entirety by the blacks. There they live their lives unto themselves, and very, very few of the white residents have any conception of the richness and completeness of the lives of the negroes of that section.

Many of them have been very successful in business and the professions, and have amassed fortunes. They occupy the mansions and apartment houses where once the elite of the white race in Chicago lived and entertained. They ride in their own limousines, driven by liveried servants. It is said that some of them entertain their friends with meticulous observance of the laws of good society. Many of them are college graduates, and they count among their numbers artists, authors, musicians, preachers, teachers, lawyers, physicians—members of all the professions.

Negro music has long been known to critics for its rich qualities, and the Chicago colony has produced many actors and singers who have won world renown. One little black man who used to be a waiter in a cafe, Roland Hayes, has received the

From a Stereoscopic View by J. Carbutt

Second Presbyterian Church, known as the "Spotted Church," stood on the northeast corner of Washington Street and Wabash Avenue. This building was started in 1849 and dedicated in 1852. The second Presbyterian Church was organized in 1842 in a small frame building on Randolph Street near Dearborn, under the guidance of Dr. Robert W. Patterson, who held this pastorate until 1873. The "Spotted Church" was so called because built of grey oil stone. It was designed by John M. Van Osdel.

plaudits of all Europe for his singing. It is very recent history that a company of Chicago negroes, presenting a play written by a Chicago negro, took the New York critics by storm with the dramatic genius displayed.

It is the blooming of a negro culture in a self-created oasis. It has no connection whatever with white society; negro leaders have taught their people not to try to be whites, but to be proud of what they themselves can do.

This city within a city is quite self-sufficient in a business way also. In the heart of the district, which is about State and Thirty-fifth Streets, there are banks, department stores, office buildings, hotels, restaurants, real estate offices—all the machinery of a complex civilization—and every man and woman there is a negro. They are represented in the city council by negro aldermen, and negro policemen patrol the streets.

From a Stereoscopic View by J. Carbutt

Washington Street just west of Wabash Avenue. The north side of the street showing at the right the sign of J. Carbutt, the Photographer, who took so many pictures of earlier days.

Slavery as a human institution has long been condemned, and all civilized nations have abandoned it. But there are among its results some things

which make the historian pause. Three centuries ago the ancestors of these people were living in the lowest stages of barbarism, some of them enslaving others with a cruelty never even dreamed of by Harriet Beecher Stowe, some practicing cannibalism, none of them showing any advance in civilization for thousands of years. The worst plantation in the South was a paradise in comparison.

But the fate of the slave on the plantation was so much worse than that of the free American that slavery was repugnant to the great mass of the people, and they determined to abolish it. Less than seventy years ago, after a long and bloody war, they did so. And today, as a direct outgrowth of that ugly and hateful institution of slavery, there blooms in the heart of Chicago that city of negroes boasting a culture which is as genuine as that of any white community.

In the face of these truths it would be futile to predict what the effect will be upon either Chicago or the negro race. Whatever is to come of it, Chicago today has this almost unknown city within a city, with more than two hundred thousand inhabitants, wielding year after year a mightier influence upon the course of the city. There is not apparent, at this time, any indication that its power will grow less.

The Central High School, the first of the city's high schools, built in 1856 on West Monroe Street about a block east of Halsted on the north side of the street. The building is still standing.

"Streeterville"

ONE of the most curious chapters in the history of Chicago, a chapter full of ludicrous situations, of selfishness, ignorance, cupidity, yet with its pages of bravery, too, and at times of pathos, is the record of "Streeterville." Every city has its experiences, few or many, with "squatters," but this involved more than the usual attempt to seize upon the property of another and, by establishing a residence, seek to establish also title to the land.

The story begins back in July, 1886, when "Captain" George Wellington Streeter was wrecked in his little fishing schooner at the foot of Superior Street. Unable to get his vessel off the sands, Streeter established his residence in her. Succeeding storms and the natural current of the lake piled the sand about the vessel until presently he had quite a tract of new land.

The land he claimed "by right of discovery," acknowledging no allegiance to the State of Illinois or the City of Chicago, but only to the United States Government. He named it "The Deestrict of Lake Michigan," and exercised thereon the rights and privileges of a sovereign.

No attention was paid to him at first, but as the city grew and extended, and property along that section of the lake front became more and more valuable, his title began to be disputed. Owners of property on the lake shore, who under the

ordinary processes of law would own the made land, brought suit in the courts to oust the squatter.

The new land by this time was about two blocks or more in width, extending from the Chicago River northward to Chicago Avenue and beyond. Streeter laid out lots in his "Deestrict of Lake Michigan," and actually sold some of them for money to adventurous spirits willing to gamble on the chance of getting a better title.

From a Stereoscopic View by J. Carbutt

Wabash Avenue from Peck Court looking north.

The case dragged along in the courts, delayed from time to time to permit Streeter to petition the government at Washington to recognize his ownership of a sovereign state—which of course the government never did.

On various occasions officers of the peace tried to evict the old squatter, but he was courageous and determined, and on more than one occasion opened fire with his rifle on officers who "invaded the Deestrict of Lake Michigan."

Of course he could have been evicted by force at any time, but the owners of the property were not willing that life should be lost if it were possible to gain possession without it. The old captain had a strong backing of public sympathy, groundless though his claims were in law, as every intelligent person knew. He probably could not have been put out without being killed—and probably killing one or more others—and public opinion would not have condoned that. So for many, many years he held possession of his crazy habitation, and breathed defiance to all.

The novelty of the situation appealed mightily to the newspaper men, and they sent out many stories to the outside world of the picturesque old squatter, and his one-sided battle with city and state, quoting his profane pronunciamentos and painting lurid pictures of his past life.

But the lawful owners of the property grew tired of waiting for the slow processes of peace, and built a shanty close to Streeter's old schooner, where

they installed armed guards. Their purpose, apparently, was to seize the property when Streeter was off his guard. Then one night there was a clash, and true to his promises, Streeter opened fire with his old rifle and one of the guards was killed.

The state could no longer ignore the situation, and the captain was arrested—he did not resist legal processes except as they interfered with his possession of the property—and was tried and sent to the penitentiary.

When Streeter was released from prison he went back to the "Deestrict of Lake Michigan," got himself a houseboat which he anchored near the mouth of the Chicago River, and again claimed all the made land around the site of his old schooner. The owners of the property bided their time, and finally Captain Streeter died.

But again there were complications. He had

J. W. Taylor Photo

Madison Street between Dearborn and State Streets, showing the decorations for Dedication Day of the World's Columbian Exposition, October 21, 1892.

Even this did not terminate the long-drawn struggle. Streeter's wife, Maria, still lived, and she held on to the old shanty with the same determination he had shown, and declared she would defend with his rifle the property he had claimed.

So long as she was in possession of the old shanty, public opinion would not permit her to be ousted by force. She had no means, could not earn money for her support, had no friends to help her, and was too proud to ask for help. So one morning she was found dead—if not of starvation, certainly of illness aggravated by hunger and neglect.

taken a second wife, and she claimed title to the land as his widow, and the case came up in court at intervals. But it was shown that she had married Streeter while her first husband was alive, though she had believed him dead. This swept away her claim to whatever title Streeter might have had to the property, and since that time the owners have had undisputed possession. Mrs. Streeter disappeared and was not heard of again.

Today the "Deestrict of Lake Michigan" is one

of the finest and most valuable sections of the city, built up with costly hotels and sumptuous apartment houses representing millions upon millions of dollars. It is interesting to recall that this "made land" is only an extension of "The Sands" from which Mayor "Long John" Wentworth once evicted by force the loose women of the town, and burned their dwellings.

What was perhaps the last echo of Captain Streeter and his regime was heard on August 30, 1928, when Corporation Counsel Samuel Ettelson ruled that the old houseboat abandoned by "Ma Streeter" was a menace to navigation, and should be removed. It had already sunk in the sands until only the upper part was visible above the water and today nothing remains to mark the site of "Streeterville."

Jevne and Almini Print

Michigan Avenue looking north from Park Row in the early sixties. A troop of cavalry and one of infantry are seen drilling in the foreground. At the left are the Basin, the tracks of the Illinois Central and the breakwater.

The Romance of Street Names

THERE is always romance in the original names of things, if one can but come at their derivation. Names do not just happen; always they are bestowed to express some sentiment or to serve some purpose. Usually sentiment comes first in original namings, and utility plays its part later when the names are changed.

No small part of the charm of reading Dickens comes from the names which the streets of London bear—names bestowed many centuries ago, expressive of sentiments felt in those days, and of the names of persons and the uses to which streets and buildings of that day were put. Conservative Britain has retained these names generation after generation, and they give a rich and mellow flavor of tradition to every page on which they appear.

The map of the United States, too, has romance and tradition and picturesque history closely interwoven throughout its texture. Indian names of a hundred tribes appear everywhere, sometimes with a close approximation to the original pronunciation, sometimes corrupted by the imperfect adaptation by pioneers. Intermingled with the names of Indian derivation are those of pioneer whites, soldiers, sailors, names taken from famous battlefields, and many bestowed in remembrance of the native land of the settlers.

No community anywhere has a richer heritage of significant names than Chicago. The very name of the city is from the Indian word, variously rendered into English, and meaning the Place of the Wild Onion, signifying the abundance, along the Chicago River, of that odorous plant.

The state in which the city was built bears the name of the tribe of Indians which the sainted Father Marquette strove to convert to Christianity,

and the lake to which it owes its wonderful climate also bears an Indian name.

But the streets of Chicago, where they have been permitted to retain their original names, are redolent of pioneer days and the men and women and their doings. If some other peoples can be criticized for being too conservative, too slow to make desirable changes, the American usually goes to the other extreme, and institutes sudden and radical changes with no regard for tradition, for romance, for beauty of sound or hallowed associations. Chicago has lost priceless beauty in these intangibles of history, tradition, and close association with the epic days of old Fort Dearborn and the first settlers. The naming of streets, since the incorporation of the city, has been in the hands of the city council, always chosen politically, frequently not of the highest intelligence, more responsive to the insistent demand of the moment by political or financial interests than to esthetic requirements, and inclined to disregard anything not immediately practical. Of recent years, moreover, alien interests have been largely represented—men born abroad, or at any rate representing foreign blocs, with neither knowledge of nor the slightest interest in the romantic history of the city.

So, through the city council, many of the names of streets bestowed in those pioneer days, eloquent of historic events and heroic figures, have been changed to prosaic, meaningless names, or even numerals. Some streets have seen their names changed over and over, to the confusion of the residents and the extinction of historic lore.

The very first street Chicago ever had was South Water Street, that muddy, narrow trail running east and west—or nearly so—along the south bank of the Chicago River. Its name told exactly what it was—the street along the south side of the water.

There the first cabins were put up, if one except the old Kinzie place on the north bank of the river, built by Jean Baptiste Pointe de Sable, the negro, long, long before there was a Fort Dearborn. There, straggling along South Water Street arose the first little general stores, forerunners of the gigantic produce market which was in later days to make the street's name familiar all over the land.

From a Jevne and Almini Print

The Lake at the foot of Madison Street about 1865. At that time the Illinois Central Railroad came across to the depot on piling. The Sturges & Buckingham elevators at the right.

One of the city's most crowded thoroughfares, outside the Loop district, was originally one of the country roads coming diagonally into the old Fort Dearborn Settlement from the Indian country to the northwest, and named by the pioneers the Northwestern Plank Road when they had planked it to hold their wagons out of the bottomless mud. That name exists no longer. The thoroughfare is now Milwaukee Avenue.

Also, there was a Southwestern Plank Road, coming into Chicago from the southwest by way of La Grange, Riverside, Berwyn and Cicero. That name

was long ago changed to Ogden Avenue, in honor of the city's first mayor.

Then there was the romantic Green Bay Road, leading off into the northwest from the settlement on the north bank of the river. It now goes by the prosaic name of Clark Street.

Twice, at least, a name has been borrowed from New York City to be conferred upon a Chicago thoroughfare, each time obliterating a name associated with the early days. Evanston Avenue extended from Chicago to the suburb on the lake shore to the north, where Dr. John Evans founded the village which still bears his name. That was before he went to Colorado and became the first territorial governor there. The city council replaced the name Evanston Avenue with "Broadway." Even more incongruous was the action of the council in changing the name of Wells Street to Fifth Avenue. Few streets in the world have less in common than the magnificent and stately Fifth Avenue of New York, and the useful and busy and energetic but unpicturesque Fifth Avenue of Chicago. However, the change has not been altogether complete or permanent. There have been frequent changes of parts of the streets from one name to the other, and it is still possible that the entire thoroughfare may yet be known by its original name, commemorating the brave Captain William Wells, the hero of the Fort Dearborn Massacre.

Kaufmann & Fabry Photo

The William M. Hoyt wholesale grocery house occupied the south portion of the site of Fort Dearborn and in 1881 Mr. Hoyt placed a white marble tablet on the north facade of the building commemorating this fact.

Sometimes the council has changed the name of an important thoroughfare without the consent, and even over the violent protests, of the residents. In the early days there was a Cornelia Street, but it was changed to Robey Street in honor of one of the pioneer citizens. The name held through generations, was engraved on all the maps and carried in

the advertisements of the merchants and on the cards of the residents. Then pressure was brought to bear on the council to honor Father Damen, another worthy citizen, and the name was arbitrarily changed despite the objections of a great many of the people.

How intriguing is the name of that old road along what was once the northern city limits, Indian Boundary Road! It is now prosaically named Rogers Avenue.

Little Fort Road—who would not feel an impulse to drive along a road of that name, see where it leads, and learn all about the Little Fort for which it was named? It led to the small outpost at Waukegan, but its name has been changed to Lincoln Avenue. That, despite the fact that there is also a Lincoln Street, to the frequent confusion of those unfamiliar with the duplication.

From a point near the loop to the city limits at the south, streets now bear the unromantic series of numerals instead of the expressive names they once had. They are no more expressive of the city's past than the multiplication table. A few changes in the other direction may be noted in recent years, for Twelfth Street has become Roosevelt Road, Thirty-ninth Street is now Pershing Road, and there is hope for others.

There was once a Cooper Street, named in honor of James Fennimore Cooper, the novelist; it is now Thirtieth Street. Cross, Bridge and Commerce Streets are now Nineteenth, Twentieth and Twenty-first Streets. Certain streets on the South Side, laid out about the time of the Mexican War, were given names of various men and places which played a part in that drama. They included Ringgold Place, Palo Alto Place, Monterey Place, Buena Vista Place, and Rio Grande Place. Today they are listed as Twenty-second, Twenty-third, Twenty-fourth, Twenty-fifth and Twenty-sixth Streets.

Sometimes the work of the city council in altering the names of streets has been in the public interest, and has been done without violence to the beauty and romance which grows out of old associations. For example, when the suburb of Woodlawn, on the South Side, came into the city, it brought with it a duplication of the names of many of the oldest streets in the city. Hopeless confusion and immeasurable annoyance was caused by a Madison street in the heart of the city, and a Madison Avenue on the far South Side; and the same was true of many other principal thoroughfares.

So the city council came to the rescue, and after the matter had been thoroughly considered, the old names were discarded and others, suggestive of the men and the affairs of Woodlawn, substituted. Then came into existence University Avenue in honor of the great Chicago University; Dorchester Avenue, and a number of other attractive names. With the exception of Lincoln Street and Lincoln Avenue, and the two Austin Avenues, there are now few names duplicated within the city limits.

The Austin Avenue, formerly Michigan Street, was originally named Hubbard Street in honor of Gurdon S. Hubbard, and might well revert to that well beloved name.

Local Transportation

TRANSPORTATION is always one of the most important problems any municipality has to confront, and because of the immense expanse over which it is spread, and the almost unbelievable rapidity with which it has grown from an Indian trading post to the fourth city of the world, the problem is more acute in Chicago than elsewhere.

At first the river and the Indian canoes, and the winding trails of the savages over prairie and through forest served. Then came the era of the ox cart and the mud road from one settlement to the next. Then horses and better wagons. And in time the roads were floored with plank which—for a while—was a great improvement.

Chicago's first great forward stride was when the grade of the city was raised, and the streets could be drained and pavements of wooden blocks or cobblestones laid.

The next great advance was the horse car, which enabled workers to live several miles from the downtown district. This was followed by the cable car, which furnished swifter and more dependable transportation.

When the electric car came into use, and the lines were extended year by year, Chicago became really metropolitan as to its transportation, and communities as far as ten miles from the center of the city were in easy communication with the downtown section.

With the World's Fair of 1893 came the elevated railroads, supplementing the electric surface lines, and by their extensions year by year keeping pace with, or at least only a moderate distance behind, the city's growth.

Electrification of the steam roads and intensive expansion of their suburban traffic added to the comfort of the commuter, and encouraged him to live still farther from the scene of his labors. This has been completed by the Illinois Central, and others promise to follow, but the electrification

process has not at this time been fully carried out.

The second decade of the twentieth century saw a sudden revival of private-owned transportation in the motor car. Well-paved streets and the modern automobile took thousands of patrons off the surface and the elevated trains. This led to the campaign for wider streets and more boulevards, laid with cement instead of macadam or asphalt, and the widening and paving of radial roads from the city across adjoining counties.

ances to carry the people who want to ride—and pay for it. Not only that, but there are not enough streets and boulevards and tracks to carry the vehicles which are needed.

Other cities, of less spectacular growth, have faced a similar situation, and have found the answer in subways. Thus far this relief has been denied Chicago. A combination of politics and selfish financiers is the cause. The owners of the present car lines, elevated and surface alike, naturally oppose

In the sixties steam "Dummies" were used from the South City Limits at Thirty-ninth Street to Fifty-fifth Street, and on the North Side from Diversey Street north to Graceland Cemetery. The picture above shows the North Side "Dummy" at the corner of Diversey Street and Evanston Avenue. The saloon at the corner was owned by one Paus in the seventies.

No sooner was this program well under way than the domain of the private auto was invaded by the public bus lines, operated on schedule like railroad trains, several systems serving the city itself and many others competing with the railroads in carrying passengers entirely across the continent.

The growth of these various means of transportation has been almost magical, yet it has not kept pace with the demand. Today Chicago has entirely outgrown even its elevated and surface lines, its suburban railroad systems, its bus lines and its private automobiles. There are not enough convey-

competition. There have been proposals that the city itself build the subways and lease them to the transportation companies, but jockeying for patronage, scrambling for advantage in the leases and quibbling over control have always defeated every plan put forward.

There is a socialistic element which has contended steadily for ownership and operation of the subways by the city itself. This is opposed by a conservative element which holds that municipal ownership would merely place the city's transportation in the hands of political payrollers. Any program sup-

ported by one side is always defeated by the other.

As this is written, on the eve of the year of grace, 1929, there is still no assurance that Chicago will be able, in the immediate future, to follow the example of a number of smaller cities, and provide subways for the cars which so congest traffic in the downtown district. Unless a solution is quickly reached, business in the downtown area will suffer acutely. Already there is a marked disinclination to waste the time and energy for a visit to the Loop if the business in hand can be transacted nearer home. Department stores are opening in various outlying districts, and are taking a vast volume of business from the great merchandising emporiums which have made Chicago world-famous as a shopping center. When this tendency becomes more marked, there will doubtless arise a public demand for action which will force a compromise by the contending parties, and adequate transportation—either by subway or some other agency—will be provided to relieve the situation.

"Bob-tail" cars succeeded the omnibuses. These cars were entered at the back but had no conductors, fares being deposited in an inclined slot.

What has just been said applies to the transportation of passengers alone. Private enterprise has made ample provision for the handling of freight even in the heart of the city without interfering in the least with ordinary traffic. Not one person in a thousand has any knowledge of it, but under the heart of the city of Chicago, from 33 to 70 feet below the level of the streets, is a complicated and highly efficient electric railroad system which handles freight between all the great railway freight depots and the great stores and warehouses of the downtown section.

All the coal for the great Loop concerns is delivered through the freight tunnels and elevators to the sub-basements. All the ashes and waste, and all the material removed in the excavation of new

buildings, is removed by tunnel. There are sixty miles of electric railroad, two feet in width, using hundreds of motors, and thousands of freight cars, performing, unseen and even unsuspected, this work.

The imagination refuses to picture the traffic conditions if there were no freight tunnels, and if the coal trucks, the ash carts, the freight vans and other absolutely necessary vehicles had to occupy the streets and alleys daily and nightly to serve the great stores.

The tunnel system was originally devised to house the wires of the automatic telephone system which started to compete with the Bell. But the Bell system bought out the automatic and merged it to form the present system, and the tunnels were taken over by a freight handling organization. The present name is the Chicago Utilities Company.

The tunnels were opened for use in 1906 and 1907, so quietly and efficiently that they took their place and grew with the city almost without knowledge on the part of the people.

State Street looking north from Madison Street, about 1870.

The Evolution of State Street

STATE Street, Chicago, is one of the world's most splendid retail shopping centers. To Chicagoans of a hundred years after the town was incorporated this may seem the result of a natural and unavoidable growth. Not so. State Street became the retail center only after a most determined and costly campaign with that for its sole purpose. And the man who made it so was Potter Palmer, founder of the house which is now Marshall Field & Company, husband of the beautiful and talented Bertha Honore Palmer, millionaire real estate investor, and one of the few Chicagoans who ever refused to sit in the cabinet of a president of the United States.

In the days of the Fort Dearborn Settlement, South Water Street—now called Wacker Drive—was the principal thoroughfare. When the City of Chicago was chartered, and the street levels had been raised and the city had grown to something like a quarter of a million in population, popular favor had swung back from the river side to Lake Street. There the best mercantile houses were located, there were the hotels and the theaters, and there it seemed the heart of the city would remain.

But Potter Palmer had a vision of what the city might become if the great retail section were transferred to State Street, with its magnificent sweep from far north of the river to the southern limits of the city. He determined to accomplish that transfer.

He sold his dry goods store to Marshall Field and Levi Z. Leiter, and invested his fortune in real estate. He bought a mile of frontage on State Street, then narrow, dirty, ill paved and not at all in favor. Then he began a campaign to have the street improved, and by his tremendous energy, and by spending of his own money to meet the taxes, he started the tide of retail business along State Street. Then he built the first splendid Palmer House—forerunner of the great hostelry which today bears his name.

Chicago owes much of her greatness to the mighty men who through the years have builded the city, but the glory of being the creator of State

Booksellers' Row, 1868. On the east side of State Street, between Washington and Madison, the store of Field, Leiter & Company is seen at the left. A. S. Barnes & Company occupied Number 111, Kenn & Cooke, Numbers 113 and 115, A. C. Griggs Numbers 117 and 119, and the Western News Company, John R. Walsh, President, Numbers 121 and 123.

forced the widening of the street to twenty-seven feet.

When the gas and sewer and water pipes were laid, and the street paved, Potter Palmer started to build up State Street. He erected more than thirty fine commercial buildings, rented or sold them, and Street is due entirely to the energy, pluck and genius of Potter Palmer.

And, like so many others of the makers of Chicago, Potter Palmer was born on a farm. When he was eighteen years of age he was a clerk in a store in a New York village. He came to Chicago at the

age of twenty-six, and opened a dry goods store—the same which, ten years later, rated as the largest in the Northwest, he sold to Messrs. Field and Leiter.

Potter Palmer showed much originality and daring in his early merchandising methods as he did in later years when he turned the course of a large city's retail business. He was one of the first, if not the very first, to advertise a "money back" policy. He announced in all the papers that he would refund the money or exchange goods for any article sold in his store if the customer, on examining the goods at home, were not satisfied.

The sale of his store, his deals in real estate and his success in making State Street the retail center, made Mr. Palmer a very wealthy man. He seemed threatened with ruin when the Great Fire swept away all his buildings, but his faith in Chicago saved him. He at once borrowed $1,700,000 on his life insurance and set about rebuilding the city, and he rose with the rising tide of the new Chicago, and presently was again a millionaire. He had no political ambitions, and declined to become secretary of the interior under President Grant.

He died on May 4, 1902, mourned as one of the foremost citizens Chicago had ever known.

Another view of Booksellers' Row from the west side of State Street, showing one of the pair of lions that flanked the entrance of the Charles Gossage & Company retail drygoods store at the southwest corner of State and Washington Streets.

Material Assets

Iron and Steel Industries

CHICAGO won a magnificent victory for itself and the entire Middle West when it wrested from Pittsburgh its supremacy in the iron and steel industry. The story is an epic, with a thousand ramifications and ten thousand influences for one side or the other, yet in its essentials it is so simple that it can be told briefly.

From the beginning of the industrial history of America, Pittsburgh enjoyed a great advantage over all other sections. There were the greatest known coal fields, and within easy distance were beds of iron ore. And when the ore had been con-

The St. James Hotel at the northwest corner of State and Washington Streets. This was originally known as the Stewart House. It was purchased from General Hart L. Stewart in July, 1865, by W. A. Jenkins. The name was changed to the Merchants Hotel by Mr. Jenkins. In the spring of 1867 it was destroyed by fire. Rebuilt and enlarged, it was opened again in January, 1868, by Mr. Jenkins as the St. James. Twelve months later Libby and Meserve purchased it for $75,000. In September, 1870, the firm became Libby and Harlow, Mr. Meserve selling his interest to assume control of the new Palmer. Both hotels were destroyed in the Great Fire.

verted into iron and steel, mills were built near the coal mines to fabricate the material. And when the manufactured goods were ready for use, the bulk of the population was close at hand to consume it.

The first official census, in 1800, showed the center of population not far from Washington, D. C. roads of the country in that vicinity, but the Ohio river offered cheap transportation to the whole Mississippi River valley.

But Chicago's star began to rise as the center of population marched westward, and the vast coal fields of Illinois and Indiana were opened, and the

State Street looking south from Lake Street in the late sixties. J. M. Brunswick & Brothers were at the corner of the alley and just south were several hardware stores where the Capitol Building now stands. Where Central Music Hall afterward stood was a railroad ticket office. The Field, Palmer & Leiter Store is seen at the corner of Washington Street.

By 1820 it had moved westward into West Virginia, and for thirty years it remained in that state, about 200 miles from Pittsburgh. This gave the steel mills there a tremendous advantage in shipping finished products to market. Not only were the best rail- unmatched bodies of iron ore in Minnesota, Michigan and Wisconsin exploited. It is an unescapable economic law that any manufacturing district, to prosper, must have easy access to, and cheap transportation for the raw materials, fuel and market.

When these were in Chicago's grasp her material prosperity was assured even if she had suffered handicaps in other respects—as she did not.

No other great center in the world is so blessed with good fuel. More than half the known coal supplies of the world are in the United States, and Chicago alone is within easy reach of coal beds more than five times as large as those of all Europe. In 1926, the last year for which figures are at this moment available, Illinois and the surrounding states produced over 100,000,000 tons of coal, and the two states of Illinois and Indiana, from which the chief part of the supply is drawn, made coke valued at $70,000,000.

No other great center in the world is so near to limitless supplies of iron ore. One-fifth of the whole world's known supply of iron is around the head of Lake Superior, so rich that it averages fifty per cent pure iron as the ore is mined. Also, much of it lies in great, loose bodies hundreds of feet thick at the surface of the ground, so that railroad tracks are laid into the open cuts, and cars are loaded with gigantic steam shovels which scoop up from five to ten tons at a time.

These prolific mines are so near the lake that the cars are run out on piers and dump their loads into immense hoppers alongside which the 12,000-ton ore steamers are moored. From the hoppers into the holds of the steamers the ore is poured through chutes just as is grain from an elevator, so that a steamer can be loaded within an hour. Thus, with practically no cost at all, the ore is carried by boat to the great mills of the Chicago district, built around the head of Lake Michigan. There, again, machinery does the work dexterously—clamshell hoists lifting it from the vessel's hold to waiting cars with such speed that a 12,000-ton boat is emptied in six hours.

Again, no great center in the world is so close to a consuming market approaching in ability to buy, the market which is Chicago's. The center of population has moved almost directly west from its position in 1800 in Washington, D. C., and for forty years has been marching across southern Indiana, not 300 miles from the great steel mills and factories of the Chicago district. In 1890, the U. S. census located the center of population 20 miles east of Columbus, Indiana, some 250 miles from

State Street on a winter day in the nineties. Many will remember this aspect of State Street, still in the mansard era on a day when drifted snow emphasized every detail of the architecture of the period.

Chicago. In 1900 it was six miles southeast of Columbus. By 1900 it had moved almost due west to the city of Bloomington, Indiana, and in 1920, the last year for which figures are available, it was less than ten miles west of Bloomington, about 200 miles from Chicago.

The United States is today the richest and most prosperous nation in the world, its people the most progressive, earning the largest incomes by far, and spending their money prodigally for whatever they need or desire. And important among their needs are iron and steel products for buildings, for railroads and their equipment, for motor cars, airplanes, farm machinery, household utensils—everything which the steel mills and factories turn out.

These factors considered together—fuel supplies, iron ore supplies, cheap transportation, and a rich and ready market right at the door—account for the tremendous figures which are required to set forth the products of Chicago's iron and steel industries. These figures, as compiled by the Chicago Association of Commerce for the year 1925, are:

Iron and steel products, not including machinery, $838,925,842.

Machinery, not including transportation machinery, $533,739,053.

Transportation equipment, air, land and water, $228,861,492.

These figures are for iron and steel alone, and do not take into consideration food products, textiles, lumber products, leather, or any of the other tremendous industries.

The General Offices of Armour and Company in the Union Stock Yards. Thousands of visitors start here daily with guides to show them through the Armou r Plant.

Now this leadership in the iron and steel industry was not won away from Pittsburgh without a struggle extending over many years. When the Pittsburgh mills and factories were practically the only ones in the country, they dictated terms to everyone. With them grew up a practice which in later years was known as "Pittsburgh Plus," which

was designed to make that city the permanent czar of the industry.

Stripped of all its technicalities, and of all the trivial exceptions and intricate practices which grew up around it, "Pittsburgh Plus" was this:

Every plant which turned out iron and steel products, no matter where located, charged the regular Pittsburgh prices for its goods, plus the regular freight from Pittsburgh. Thus a Chicago mill, turning out steel for a bridge in Indiana, must charge the regular Pittsburgh prices for the fabricated steel, charge the regular freight rate from the Chicago mills to the site of the bridge, and in addition, charge the freight from Pittsburgh even though not a pound of the product came from Pittsburgh.

This system, built up gradually, and generally adhered to by the mills of the entire country, enabled Pittsburgh to compete with Chicago in territory much nearer Chicago than Pittsburgh. It kept the great industry in the Pennsylvania city, for capital did not care to build mills at Chicago and have to fight the steel interests of Pittsburgh.

But an organization was finally effected of a large number of smaller steel concerns in and around Chicago, and the case taken up with the Federal Trade Commission. After years of exhaustive hearings, held partly in Chicago and partly in other cities, the Commission ruled that "Pittsburgh Plus" operated in restraint of trade, and must end.

It was in 1924 that this pernicious practice was finally stopped, and from that time forth there has been an enormous increase in the size and output of the steel mills of the Chicago District, and Chicago, undisputed queen of the industrial world, is rapidly coming into her own.

The entrance to the Union Stock Yards.

The Stock Yards Inn at Halsted and 42nd Streets.

The Stock Yards Trust and Savings Bank.

The Union Stock Yards and Transit Company.

Electric Power

In the magic development of electricity, and in popularizing its uses among the people, Chicago

has fairly out-pioneered the first pioneers of the industry. Second only to Thomas A. Edison himself in the adaptation of electricity to man's uses, and without a peer in the world in the promotion and financing of corporations to provide the people with electric current for all uses, Samuel Insull of the Commonwealth Edison and a score of interlocking corporations all over the country, has been one of Chicago's makers. And Chicago leads the world, as was admitted by the late Dr. Charles Steinmetz when he declared Chicago "the hub of the world's greatest power pool."

The live stock pavilion at Halsted and 42nd Streets. Here, at the Annual Stock Show 150,000 farmers come from all over America to participate in the yearly exposition.

It was about 1880 that the first incandescent lamp was lighted in Chicago. The progenitor of the present mighty Commonwealth Edison Company was chartered in 1882 as the Western Edison Light Company of Chicago. The directors were John M. Clark, John Crerar, J. W. Doane, John B. Drake, Thomas A. Edison, Edson Keith, Samuel Merrill, Anthony F. Seeberger, Z. G. Simmons, Anson Stager and Norman Williams.

They set up a little generating plant at 51-53 Wabash Avenue near Randolph Street. Two years later they moved into the Adams Express Company Building on Dearborn Street near Monroe. The first electric sign in the city, and believed to have been the first in the world, blazoned the name "ALLISON" over the Jackson Street entrance of the old Grand Pacific Hotel in 1884. It advertised the candidacy of Senator Allison of Iowa for the Republican nomination for the presidency.

Samuel Insull, who had been private secretary to Mr. Edison, came to Chicago in 1892 as president of the Chicago Edison Company, one of a number of small companies generating and selling current in the city. He at once began the program of consolidating these companies, and has constantly been at the head of the industry until the present day.

In those days four city blocks was about the limit of transmission of electric current at a profit. Mr. Insull became convinced that with a steam turbine engine current could be delivered over a much

larger area. He wrestled with his directors until they gave him permission to build a "large" plant here in Chicago and test his theories. Accordingly, on the Fisk street site where now stands one of the five large generators which supply the city, he built what was then the largest plant in the world —with a capacity of 55,000 kilowatts, or about 6,700 horsepower. It was the first station in the world dependent entirely on steam turbine engines.

It was the instant success of this pioneering venture which made possible the gradual absorption of the little competing companies, and the building

The General Offices of Swift & Company at the Union Stock Yards. A trip through the various departments of this institution is taken daily by hundreds of visitors.

up of the mighty corporation which now supplies Chicago its current. There are now several immense generating plants, all inter-connected, serving a vast empire. The largest generator ever designed, with a capacity of 200,000 kilowatts or 270,000 horsepower, is to be opened just over the Indiana line this year—1929.

On the lawn of the General Electric Company at Schenectady, New York, stands today the shell of Insull's first turbine plant, one of the most interesting exhibits of the industry, telling the world how Chicago led even in that day.

From that day in 1880, when the first incandescent lamp cast its yellow glow from a fiber filament in Chicago, this city has progressed in the use of electric current until there is scarcely a hovel so mean that it is without electricity, nor a process of industrial or household operation not carried on by its power. The imagination of Scheherazade, that time she invented for her lord the story of Aladdin and his slaves of ring and lamp, was dim and tawdry beside the actualities of this day when all the genii of the wires are at the call, not of a single prince, but of every person in the land.

These genii serve Chicago in a thousand ways, drawing her vehicles, bearing her burdens, turning her machinery, melting and refining her ores, cooking her foods, wielding a tiny blade of flame for the surgeon's work on the operating table, throwing dark X-rays through the human body and photographing its inmost tissues and most hidden

organs for the diagnostician's examination, performing at once the most gigantic and the most delicate tasks of industry and science; carrying the human voice and even the lineaments of the human face on waves of ether across continents and oceans—no miracle that was ever wrought was so far beyond belief.

This marvel of electrical development, so peculiarly Chicago's own, has knitted this vast city of progress; but rather an account of how it happened to be what it is, and the men and women who have builded it up from a mere Indian trading post to the fourth city of the world in population, and the first city in many respects.

Chicago has always held a tremendous advantage in the richness of the land immediately tributary to the city. The most prolific land on the entire continent lies in the Mississippi Valley, and the center

J. W. Taylor Photo

The northeast corner of State and Adams Streets, showing decorations for the Dedication Day exercises.

three and one-quarter millions into a closer unity today than was the Chicago of less than half a century ago, with less than half a million people.

Various Industries

The leadership of Chicago in a great many other lines runs a close parallel to its supremacy in iron, steel, electricity, etc., though not all have had the spectacular battle which was fought over "Pittsburgh Plus." This is not meant to be a mere compendium, setting forth the progress of the city in figures of population, manufactures, and material of agriculture, as determined by the U. S. census, lies in Northwestern Missouri, perhaps 300 miles from Chicago. Of all the 48 states of the Union, Illinois ranks second in value of agricultural crops. The value of her farms and fields in 1925 was $525,000,000. The livestock product of the state for that year also ranked second among the 48 states. All these products of American industry find their natural market in Chicago, close at hand, rich, enterprising.

Without her excellent railroad systems Chicago could never have attained this supremacy, nor have maintained it if by some miracle it had been be-

stowed. The city is the greatest railroad center in the world. As has already been said, not a single railroad passes through the city—all have a terminus in Chicago, and there are 38 of them, of which 23 are trunk lines. Freight cars arriving and departing average 21,000 every day of the year, a total in excess of that of New York and St. Louis combined.

Chicago can lay claim to a long list of "largest" things in the industrial world. Her principal single industry is meat packing, and the figures for this are impressive. Receipts of livestock for the year 1927 were 16,346,744, of which 8,184,584 were hogs, 4,460,925 sheep, and 2,872,425 cattle. The value of packing house products for the year 1925 was $571,051,743.

The city is also the largest center in the world for such farm and garden products as eggs, butter, cheese, poultry, fresh fruits and vegetables. Butter receipts for the year 1927 were 383,603,000 pounds; cheese, 123,632,788 pounds; and eggs, 4,900,901 cases. Other products were in proportion. The city's new market at Fourteenth and Morgan Streets and Racine Avenue, established when the produce merchants were evicted from old South Water Street, is the largest in the world, and cost $17,000,000.

The whole world looks to Chicago for its grain and grain prices. The trade has grown, from that day when the old Galena and Chicago Union railroad—predecessor of the Chicago and North Western—hauled one wagon load of wheat from the Desplaines River to Chicago, to a yearly total of 192,278,000 bushels of the five leading grains, for the year 1927. Of corn there was more than 86,000,000 bushels; oats, over 49,000,000 bushels; and wheat, over 42,700,000 bushels.

In a city which has enjoyed the phenomenal growth Chicago has had in the last quarter of a century, it is natural to expect that its building material industry is impressive. Illinois leads the entire nation in the manufacture of common brick, and Chicago has the largest brick manufactory in the country. Also, prices for common building brick are lower in Chicago than in any other city.

Cement, so extensively used in buildings and roads, was produced in and near Chicago to the amount of 23,000,000 barrels in 1926. The annual production of other material used in construction in and near Chicago each year runs, in round numbers, as follows: Limestone, 8,500,000 tons; sand and gravel, 33,000,000 tons; fluorspar, valued at $1,000,000 yielded by Illinois and Kentucky, being

Barnum & Barnum Photo

The Haymarket Square on Randolph Street between Halsted and Desplaines Streets, in the late nineties. In the foreground is the Police Monument by F. Gelert, commemorating the police officers killed in the Haymarket Riot on May 4, 1886. Here farm wagons, drays, peddlers carts and street cars jostled one another for many generations. Today there is little produce business done here.

96 per cent of all produced in the country. The city is also close to the great deposits of gypsum, zinc, lead, copper, petroleum and its products, and all the resources which are necessary to commercial and industrial leadership.

As a natural result of its leadership in the handling of livestock and meat products, Chicago leads in the hide and leather industries. The city handles 70 per cent of all the hides of the country, amounting to some 260,000,000 pounds annually.

Inter-State Photo Service

On the Lake Front at Harrison Street during a Decoration Day celebration in 1889. A noticeable change from that distant day forty years ago. Not an automobile to be seen, no Park Row Station, everything vastly different. For that time it was a great crowd. By today's standards, just a handful of people.

Chicago also is the world's largest lumber market, handling yearly in round numbers 4,000,000 thousand feet.

Wool to the amount of 72,000,000 pounds is handled yearly in the city.

The unbelievable material growth of Chicago in the last century can perhaps best be realized by comparison of the city of today with that which in 1833, almost 100 years ago, claimed 150 legal residents and asked to be incorporated as a town.

The population has grown from 150—claimed, but not proven—to more than 3,000,000.

Instead of the forty or fifty cabins of the Town of Chicago in 1833, the year 1927 alone saw buildings valued at $352,926,000 erected. These included 7,415 single residences, 4,523 apartment buildings, 1,560 stores and factories, with a total building frontage of approximately 80 miles.

The telephone, which in the days of the pioneers would have been considered the work of the devil, represents an investment of more than $150,000,000. There are 1,137,520 phones in Metropolitan Chicago, which is more than France, Italy, Norway, Greece and Portugal altogether have. Local messages to the number of more than 4,000,000 pass over these wires daily.

Chicago's postoffice, at first conducted in one corner of a log store, receives more than 500,000,000 letters or other ordinary pieces of mail every year. The parcel post matter sent out from Chicago every day of the year averages more than 90 carloads, which is as much as New York and Philadelphia together handle.

The Chicago of early days had no bank at all. The Chicago of 1927 had 35 national and 187 state banks, with clearings of $35,958,216,000. Their combined resources was $3,225,870,159, and their deposits more than $2,729,000,000.

Some Social Assets

INSTEAD of a single itinerant preacher who earned his living as a blacksmith and preached on Sundays at intervals, Chicago has more than 1,000 churches representing every denomination under the sun.

Another line of civic endeavor in which Chicago has shown the way all over the country, and to this day maintains its position in the lead, is social settlement work. There are varying opinions as to the net value of some of the teachings of the twelve active members of the Chicago Federation of Settlements and the twenty-seven associate members, but there can be no question of their strong influence.

Copyright Inter-State Photo Service

The Chicago Post Office and Custom House, 1879 to 1896.

Chicago's social settlements owe their initiative and much of their guidance to Jane Addams, who founded Hull House in 1889, taking up her residence on the corner of South Halsted and Polk Streets. Five years before the pioneer of all the settlements was ventured by Rev. Samuel A. Barnett, who became Canon of Westminster Abbey, at the heart of London's most neglected population, living in the overcrowded, illy-housed, underpaid and unemployed East End. Here as there, a few persons felt moved to study and to interpret to one another those of their fellow citizens whom the cleavage of race, class, sect and place of residence, widely separated. This understanding they sought by moving in between these separating lines to live as neighbors among those least understood. By locating their little households in the "city wilderness," these interpreters discovered the distinctive feature which distinguishes the settlement from other social agencies. It was the potency of the groups in which individuals naturally associate, in families and neighborhoods always and everywhere, and less closely and continuously, in other groups. In the resident group the settlers respect the individuality of each other and realize the influence of

the group upon the individual and the community. In the same simply human way they seek to inspire and enlist all other family and neighborhood groups to understand each other and co-operate in promoting the progress of the whole community.

Graham Taylor, "Warden" of Chicago Commons, writes: "In our resident household at Chicago Commons we have found through thirty-five years that kindred spirits of different racial, religious and class affiliations, live and work together not only harmoniously, but so happily as to cherish their fellowship while living together and ever afterwards. By the influence exerted through clubs and classes, recreational and social fellowships, parents and children, the foreign and native born, suburban and tenement house dwellers, employers and employees, and adherents of different faiths grow to understand, respect and fellowship each other. Thereby the local and larger communities are safeguarded from evil and unite to promote the peace, order and progress of the common welfare."

Perhaps the oldest, and certainly the best known of all the "social settlements" as they are called, is Hull House, located in the heart of the foreign quarter at the southwest corner of Polk and Halsted Streets. Hull House and Miss Jane Addams, one of its founders, are known around the world as powerful influences which always seek to stand as a buffer between the clashing interests of the rich and the poor, the powers of law enforcement and the offender.

Miss Addams and Miss Ellen Gates Starr founded the settlement now known as Hull House in September, 1889. They secured for their purpose the old residence of Charles J. Hull, a real estate dealer. The house was a survival of the Great Fire. Mr. Hull, being in sympathy with the purposes of the young women, let them have the house free of rent.

Misses Addams and Starr went to live in the house, and made themselves real neighbors of the people—Greeks, Italians, Irish, Jews, French, and a sprinkling of most other races They established cooking classes, a kindergarten for children, clubs for boys and girls, and presently had their hours and their space alike fully taken up.

The temporary post office on the Lake Front at Washington Street was used from 1896 to 1905, during the removal of the old building and the erection of the present Federal Building.

In 1894 Hull House was incorporated with a board of seven trustees and a charter from the state, and with a roll of wealthy subscribers who assisted to meet the charges. Year by year the "plant" has been enlarged by various wings and new buildings, including a large apartment house in which the "workers" live.

From the beginning Hull House has steered clear of sectarian religion—which has brought round denunciation from bigots, but which has kept the minds of the poor people free from any fear that proselyting was the object in view.

Likewise Miss Addams has wisely kept the organ-

ization out of partisan politics, though she has always thrown her influence toward whatever measure in her judgment was best for "her people."

Hull House has had its influence in all the labor troubles which have agitated the foreign colony in the midst of which it stands, and of course has shielded and aided the workers.

Among the causes in which Miss Addams has labored and scored many a victory for the workers, may be mentioned the laws forbidding small children working in shops; the eight-hour day for girls; establishment of the Juvenile Court of Cook County; establishment of vacation schools; medical inspection in schools; better care of the insane inmates at the Dunning state hospital, and many others. Of course she was not the only power, nor even the principal force in some cases, but she cooperates enthusiastically with all.

And not the least of the good it has done was to blaze the way for the long list of other centers which have followed Hull House, and now are allied with it in the Chicago Federation of Settlements. Not a few of them are now almost as well known as Hull House itself.

Among the most important are Abraham Lincoln Center, under Mrs. J. L. Jones, at 700 Oakwood Boulevard; University of Chicago Settlement, Miss Mary E. McDowell, 4630 Gross Avenue; Eli Bates House, Evelyn Dow Little, 621 West Elm Street; Chicago Commons, Graham Taylor, 955 West Grand Avenue; Northwestern University Settlement, Miss Harriet E. Vittum, 1400 Augusta Street.

There are many others differing in degree rather than in kind, some devoted solely to the welfare of negroes. Probably no other city in the United States has as many, as well organized, and as efficient social settlements. Certain it is that in no city are larger gifts made for settlement work.

J. W. Taylor Photo

The Federal Building and Chicago Post Office, opened in 1905. View shows the northwest corner of Jackson and Dearborn Streets. The Grand Pacific Hotel may be seen at the left and the Marquette Building at the right.

The World's Fair of 1933

Almost one hundred fateful years have now elapsed since that day when the one hundred and fifty inhabitants of the little settlement on the banks of the Chicago river invoked the laws of the young state of Illinois, and under them incorporated as the Town of Chicago. In that century Chicago has grown to be the fourth city of the world in population, holds third rank in financial power, and stands first in many of those attributes which make a city really great.

As the last lines of this narrative are being set down, there is under way a gigantic plan for a celebration of the city's centenary in which the nation and the whole civilized world will join. It is to be a fitting observance of the one hundredth birthday of Chicago.

The Chicago World's Fair Centennial Celebration has been incorporated, with Rufus C. Dawes, of the Central Trust Company, president, C. S. Peterson, vice-president, Daniel H. Burnham, secretary, and George Woodruff, of the Northern Trust Company, treasurer. By joint resolution of Congress, the federal government has given the venture its sanction, and all foreign countries will be invited to take part.

The Fair is to be staged on a series of artificial islands along the shore of tideless Lake Michigan just off Grant Park. The architecture is being designed by geniuses of all the world, without regard to race. The exhibits are to be distinctive in these two respects:

1—The theme of the entire Fair will be the service which Science has rendered to Humanity.

2—The exhibits will be collective, or cooperative, by associations rather than by competing firms.

It is a tremendous task Chicago has set herself—that of surpassing the World's Columbian Exposition of 1893 which made the city world-famous, and raised a standard which has never since been approached. The forty years between that Exposition and this one have placed in Chicago's hands immensely richer material for a World's Fair. In culture, in wealth, in numbers, in prestige, in power of every kind, the city has made a marvelous advance.

Kaufmann & Fabry Photo

"The Passing of Time," considered by many as the masterpiece of Lorado Taft, stands at the head of the Midway in Washington Park.

It remains only to be seen whether Chicago has the spirit of old; the spirit which has made a paradise where was a wilderness; the spirit which after every disaster has lifted the city to greater heights than before; the spirit of the Makers of Chicago. That spirit still lives and the Fair of 1933, we predict, will surpass that of 1893 as far as the Chicago of today outstrips the Chicago of forty years ago.

And that spirit, revived and strengthened for the coming Fair, will in the next century lift Chicago higher and yet higher in those accomplishments which make a city great.

EPILOGUE

THE curtain falls upon the Pageant of Chicago.

It is to be hoped that the spectator—the reader of these pages—has received an impression of something a bit more than Jesuit priests, voyageurs and backwoodsmen, brutal Indians, planked roads, wooden water pipes and rustic social customs. Of something more, even than the magnificent gesture to Culture, which was the World's Columbian Exposition of 1893.

A mere recital of events fails somehow to tell the story. The authors of this book have attempted—with what success the reader may best judge—not only to revive bygone scenes and to breathe again the flame of life into the actors that have appeared upon the stage, but to interpret that intangible thing, the spirit of Chicago.

Thus we can read, and reading, chart a fair course and steer dauntlessly into the sunset.

Chicago indeed, though a stripling among cities, is beginning to have its traditions—traditions which in time will become as mellowed as those of London and Paris. But, after all, it is the spirit of Chicago that the authors have tried to write into this book.

As events recede into the haze of the past, they acquire a charm and an importance of their own, and interest is always attached to small beginnings. A Kinzie playing his fiddle at his daughter's wedding; a Beaubien hanging out a sign for his inn; a company of soldiers building a tomahawk fortress on the lake shore; the laying down of plank roads; the jacking up of a brick building—such events would be regarded as insignificant in comparison with those transpiring today. A forty-story tower soars heavenward in Michigan avenue and is accepted as only part of the day's work . . . A street is widened . . . an impressive boulevard is cut through . . . a river, already trained to flow backward, is unkinked . . . new parkland is created along Lake Michigan. The present generation accepts these marvels as every-day occurrences.

Chicago's skyline, more fantastic than any Arabian Night's dream, changes almost as we watch; the city of twenty-five years ago would not be recognized by one who had been away that long. The next quarter century will show even more impressive and amazing changes.

It is possible to conceive another ice epoch and the burial of America's second city beneath millions of tons of debris. It is possible to conceive of Chicago's going the way of ancient cities, such as Ninevah and Tyre whose glories are no more.

But the archeologist a million years from now, burrowing under mountains of earth, would find evidences of a splendid civilization. No tombs of long-forgotten kings; no golden chariots perhaps, but the ruins of such monumental structures as the Field Museum or the Stadium at Soldier field, structures reared not for today but for all time.

And unless all records shall have been obliterated, even though the English language were as dead as the Egyptian hieroglyphics, students of that far-distant future could read in Chicago's story—possibly in this very book—the noble record not of a community but of a race. For Chicagoans should really be regarded as a race.

It would be a record of achievement unparalleled up to this time in the world's history; the achievements of a people brave and undaunted; of a people with a vision that shines out like an ikon—or rather, like the morning star.

A city, like a living organism, never stands still, but is in the process of continuous and ever-changing growth. We are constantly tearing down and rebuilding. At no time may we rest on our oars and say; "This is a task accomplished." To stop for a moment would be to stagnate.

We have peered curiously into the very dim future of ages yet unborn. What of the immediate future; the road that lies, like a flaming ribbon, straight ahead?

As to this, we need have few doubts and little fear. The course may be unknown, but if we chart it from the past, it will be a glorious course, and one leading to the stars.

So rapid has been our transition as a city that we are still, to some extent, living in the Victorian age and in the days of the horse and buggy. The most immediate improvements will be in building and in transportation facilities. We may expect to see more and loftier towers leaping upward along our lake front.

We who have done our share toward the building of this metropolis, and who have contributed to its cultural development have nothing to regret as we pass along the torch, except that we cannot remain to see the results of our work.

Chicago has builded well and mightily, and is something more than the apotheosis of steel, stone, brick and concrete. Chicago has a soul as well as a body, and in that soul is the spark of immortality.

But if the reader of these pages will merely cherish the old traditions and make use of the past as a foundation for the structure of the future; if the reader will catch something of the spirit of the pioneers who have made this modern miracle possible; if he will carry on and bear the torch, the coming generations will have nothing to fear. One expects a great deal of the future Builders.

—P. T. G.

The Thoroughfares of Other Days

Stereoscopic view by J. Carbutt

The south front of the second Court House and City Hall after the third story was added. The Phoenix and Aetna Insurance Co.'s Buildings in La Salle Street may be seen at the left.

"When other men our lands shall till,
When other men our streets shall fill,
And other birds will sing as gay,—
As bright the sunshine as today—
A hundred years from now."

From a Stereoscopic View by Copelin and Melander

View of Michigan Avenue from Congress to Adams Streets from the breakwater. The spire of the First Presbyterian Church at Wabash Avenue and Van Buren Street, and the Trinity Episcopal Church with its twin domes in Jackson Street break the sky line. Terrace Row is seen at Van Buren Street and the home of Judge Manierre is embowered in the trees at Jackson Street.

From a Stereoscopic View by J. Carbutt

Terrace Row on Michigan Avenue between Congress and Van Buren Streets, the garden of Jonathan Y. Scammon in the foreground.

From a Stereoscopic View by J. Carbutt

Terrace Row looking south from Van Buren Street.

From a Stereoscopic View by Copelin and Melander

Trinity Church on Jackson Street between Wabash and Michigan Avenues. At the corner of Michigan Avenue is Judge Manierre's home where the Straus Building stands today, in the center is Trinity Church, where the Illinois Theatre now stands. In the foreground is the site of the Cable Building.

From a Stereoscopic View by J. Carbutt

View of the Illinois Central Breakwater from Michigan Avenue about Jackson Street in the late fifties. The Pullman Palace Car Company's offices and Dearborn Park, where circus tents are pitched, may be seen in the distance. To the extreme right is shown how the Illinois Central came across the pilings to its terminal at Lake Street.

From a Jevne and Almini Print

The Illinois Central railroad yards and Michigan Avenue in the middle sixties. The cow catchers and smoke stacks of the wood burning engines speak of the earlier period in railroading. Terrace Row, where the Auditorium now stands, is seen in the distance.

Courtesy of the Chicago Historical Society

Democratic Amphitheater at Twelfth Street and Michigan Avenue. Here the Democratic Convention was held in 1860.

Copyright Inter-State Photo Service

Michigan Avenue looking north from Jackson Street in 1891. At the right is the south wing of the Interstate Exposition Building, taken down the following year. At Monroe Street is the Cyclorama of the Battle of Shiloh. A Harrison Street street car is in the middle distance and all vehicles are horse drawn. Gas lamp-posts and high poles carrying telegraph and telephone wires disfigure the street. The building of the Art Institute at Adams Street, during 1892-93 marked the beginning of the new era in Chicago architecture.

Photo by Gates

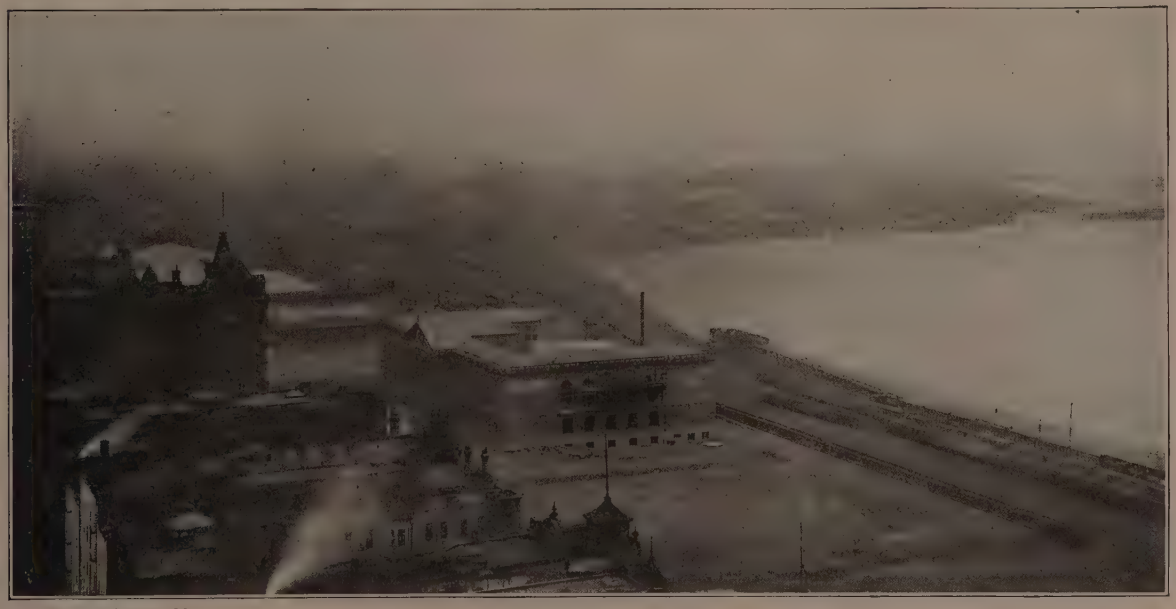
A rainy day on Michigan Avenue between Adams and Monroe Streets in the late eighties. A funeral headed by a detachment of military has attracted a line of citizens on either side of the boulevard.

Barnum & Barnum Photo

Michigan Avenue looking north from Congress Street, about 1890, in the quiet days before the advent of the automobile. The residences at the left were the homes of prominent families.

Barnum & Barnum Photo

Michigan Avenue during a Knight's Templar parade. The temporary arch was at Tenth Street.



Barnum & Barnum Photo

Bird's-eye view from Jackson Street and Michigan Avenue looking north in the middle nineties.

A bird's-eye view of Michigan Avenue, south from Harrison Street, about 1911. The Blackstone Hotel had just been built. Traffic was not as heavy then, as now.

A bird's-eye view of Michigan Avenue north from Harrison Street, taken at the same time as the above. The change in the Michigan Avenue sky line since those days is somewhat noticeable.

Inter-State Photo Service

Rush Street Bridge in 1890, said to have been the busiest bridge in the world. The William M. Hoyt building, on the site of Fort Dearborn, is at the left. At the right on the south side of the river are the Goodrich Docks with the Lake Michigan and Lake Superior Transportation Company on the north side. Spaulding & Merrick Tobacco Company is at the north end of the bridge. The spire of the Holy Name Cathedral may be seen in the distance.

The building of The Peoples Gas Light & Coke Co., at the northwest corner of Michigan Avenue and Adams Street. This was razed in 1909-10 to make way for the present building.

Barnum & Barnum Photo

The Victoria Hotel, originally the Beaurivage Bachelor Apartments occupied the northwest corner of Michigan Avenue and Van Buren Street, where the McCormick Building now stands. Steinway Hall, housing what was at one time the Whitney Opera House, now known as the Central Theatre, may be seen on Van Buren Street, near Wabash Avenue.

The Pullman Building erected in 1884, at the southwest corner of Michigan Avenue and Adams Street, by George M. Pullman. At left were the Leland Hotel Stables.

Kaufmann & Fabry Photo

Michigan Avenue, north from the Blackstone Hotel, with Blum's, the Arcade, the Harvester Building, the Congress Hotel, etc., on the left, and showing the Art Institute and Tribune Tower on the right.

Slowly but surely business is creeping northward on Michigan Avenue. This view shows where the south side busses start their trip just this side of the Link Bridge.

Photo by Copelin

Michigan Avenue from Grant Park from below Jackson Boulevard to Adams Street, showing the Stratford Hotel, Railway Exchange, Orchestra Hall and the Pullman Building.

Photo by Copelin

Michigan Avenue from Adams Street to Madison Street, showing a two story structure on the site of the Monroe Building and the old Harvester Building (razed in 1900) on the site of the University Club.

Copelin Photo

A fall day in 1911 on Michigan Avenue, looking north from Harrison Street. The Annex had not yet been added to the Congress Hotel. The houses on the left were the homes of Wm. Blair, Ira Holmes and Geo. C. Walker.

Copelin Photo

Michigan Avenue in 1915, looking north from Eighth Street, formerly Peck Court. The Buckley Building, a landmark for many years is at the southwest corner, and where the Arcade was the Hotel Stevens now stands. The Blackstone Hotel occupies the site of the T. B. Blackstone home.

The Harvester Building at the southwest corner of Michigan Avenue and Harrison Street. Across the way is the old Dunham home, for years the only obstacle preventing the Congress Hotel and Annex from occupying the full block from Congress to Harrison Streets. This picture was taken in 1915.

Kaufmann & Fabry Photo

The Michigan Avenue sky-line from Jackson Boulevard to the Link Bridge. This view was taken in 1928.

Chicago Architectural Photo Co.

Embracing the same view as above and showing the new outer drive. Picture taken in 1929.

Photo by Kaufmann & Fabry

Looking north on Michigan Avenue from the Art Institute in 1923. The Stop and Go system is proven by the pictures a great success. Lorado Taft's Great Lakes Fountain is shown on the south facade of the Institute. The Buckingham Elevator visible in the distance is a relic of the Great Fire of 1871.

Photo by Kaufmann & Fabry

A view on Michigan Avenue, looking north from about Adams Street. On the left are the home of the Illinois Athletic Club and the Monroe Building. At the northwest corner of Monroe Street is the University Club and beyond may be seen the Chicago Athletic Club, the old Willoughby Building, the Tower Building, the Public Library and the Crerar Library.

Kaufmann & Fabry Photo, 1920

Orchestra Hall, on Michigan Avenue between Jackson Boulevard and Adams Street, the home of the Theodore Thomas Symphony Orchestra, a lasting monument to the genius who made Chicago known throughout the world as a musical center.

A view of Michigan Avenue north from Adams Street, taken in 1919. In the foreground to the left are the Pullman Building and the Peoples Gas Light and Coke Company's building. The Art Institute is seen on the right.

Photo by Kaufmann & Fabry

People's Gas Building at the northwest corner of Michigan Avenue and Adams Street. Photograph taken in 1911. The Lakeview Building before the additional floors were added is shown at the right and next to it the Illinois Athletic Club. The construction of the Monroe Building was just being started.

Kaufmann, Weimer & Fabry Photo

A view taken in 1911 of the University Club Building, at the northwest corner of Michigan Avenue and Monroe Street. The construction of the Monroe Building at the southwest corner was just being started.

Photograph by Kaufmann and Fabry Company

A view of Michigan Avenue looking south from Washington Street, at the Public Library corner. The People's Trust and Savings Bank Building, formerly known as the Michigan Boulevard Building occupies the foreground. Grant Park and the Art Institute are shown at the left. The picture was taken in 1924.

Kaufmann & Fabry Photo.

The former Michigan Boulevard Building, now known as the Peoples Trust & Savings Bank Building at the corner of Michigan Boulevard and Washington Street. At the right, on the southeast corner of Washington Street and Wabash Avenue is the lately completed Pittsfield Building, built by the Marshall Field Estate on the site formerly occupied by the Tobey Furniture Company.

Photo by Kaufmann & Fabry, 1927

The Lake Michigan Building, at the southwest corner of Michigan Avenue and Lake Street. At the right the Tobey Furniture Company's new building. At Randolph Street the John Crerar Library and the Chicago Public Library are seen.

Kaufmann & Fabry Photo

A view taken in 1925 showing Michigan Avenue north from Lake Street, the Bell Building at 309 North Michigan Avenue in the foreground, with the Tribune Tower, the Wrigley Building and the Allerton Club in the distance. At this time construction of 333 Michigan Avenue was not begun.

Kaufmann & Fabry Photo, 1928

The London Guarantee Building, has Mather Tower at the right of it and No. 333 Michigan Avenue at the left, with the Bell Building to the south. The London Guarantee Building occupies the site where formerly was the wholesale grocery of William M. Hoyt. From 1803 to 1858 Fort Dearborn stood here.

The Wrigley Building, 410 North Michigan Avenue stands on Robert A. Kinzie's addition to Chicago. On the opposite side of the avenue was the original John Kinzie cabin. This view was taken in 1924.

Kaufmann & Fabry Photo, 1926

The Tribune Tower, completed in July, 1925, one of the notable examples of architecture in Chicago, stands near the site of Ouilmette's cabin.

Photo by Kaufmann & Fabry, 1927

A view of Wacker Drive, looking east from Wells Street. The old buildings in the foreground, relics of old South Water Street, are rapidly being replaced by resplendent towers. Facing the island east of State Street the buildings of old River Street remind us of that once significant thoroughfare in the old wholesale district.

Photo by Kaufmann & Fabry

A view of the Pure Oil Building at the corner of Wacker Drive and Wabash Avenue. When first built it was known as the Jewelers' Building. Photo taken in 1926.

From a Stereoscopic View by Copelin and Melander

Pine Street, now North Michigan Avenue, looking north from Erie Street after the fire of 1871. The tower of the Water Works is all that withstood the flames in this neighborhood.

Photo by Kaufmann & Fabry

A view of Michigan Avenue north from the Illinois Athletic Club, shown at the extreme left. The Monroe Building, the University Club, the Tower Building and the Public Library are seen in succession.

Kaufmann & Fabry Photo

Michigan Avenue looking north from Ohio Street.

Photo by Kaufmann & Fabry Co., 1924

Allerton Club House Hotel, at the northeast corner of Michigan Avenue and Huron Street. Just south of Huron Street is the old Sturges home and at the extreme right the home of the late B. F. Ayers. At Chicago Avenue are the Winston Apartments and at Superior Street the home of the late Frederick S. Winston.

A view of the Oak Street Beach taken in 1925, showing the north fronts of the Drake Hotel, the Lake Shore Drive Hotel and several of the co-operative apartments, the beginning of Chicago's Gold Coast.

Copelin Photo

Drinking fountain at south end of Lincoln Park.

Kaufmann & Fabry Photo

Lagoon in Jackson Park.

View of the terrain surrounding the Field Museum and Stadium looking south. On the right is the west outer drive and the network of tracks. On the left is the east outer drive.

Chicago Architectural Photo Service, 1928

View of the river from the Clark Street Bridge, looking east, showing the encroachment of the new city of towers upon the old order of achitecture.

From a stereoscopic view by Copelin & Melander

Drake's Block at the southeast corner of Wabash Avenue and Washington Street after the fire.

From a stereoscopic view by Copelin & Melander

Burch's Block, northeast corner Lake Street and Wabash Avenue, before the great fire.

J. W. Taylor Photo

The Leander J. McCormick Block, on the northwest corner of Lake Street and Wabash Avenue.

P. B. Greene Photo

Wabash Avenue north from Washington Street before the fire.

The building at the corner of Wabash Avenue and Washington Street, occupied from 1886 until 1926 by the Tobey Furniture Company, was torn down in 1927 to make way for the Pittsfield Building.

The Windsor-Clifton Hotel, at the northwest corner of Wabash Avenue and Monroe Street, was built in 1872 and razed in 1927 to make way for the Men's Store of Carson, Pirie, Scott & Company. For many years it was one of Chicago's leading hotels. The old Chicago Club, afterwards De Jonghe's Hotel and Restaurant is seen west of the Windsor-Clifton.

Barnum & Barnum Photo

A view of Wabash Avenue, looking north from Adams Street.

Photo by Copelin, 1887

The northeast corner of Wabash Avenue and Adams Street in 1887, when the cable cars were still our means of transportation.

Kaufmann & Fabry Photo

From 1894 to 1927 Peacock's Jewelry Establishment, occupied the northeast corner of State and Adams Streets, but in the latter year moved to the southeast corner of Monroe and State, a block away.

Copyright Inter-State Photo Service

Adams Street east of Clark in 1889. On the left is shown Kinsley's restaurant, the old Marquette Building and the Fair, when the latter had but two stories. The old Federal Building is on the right.

Copyright Inter-State Photo Service

Adams Street, looking east from Dearborn Street in 1893. The Art Institute had just been built and Kinsley's Restaurant just west of the new Marquette Building was still a dining place for connoisseurs.

J. W. Taylor Photo

Market Street, looking north from Quincy Street, then as now a center for dry goods and clothing. The old Farwell wholesale dry goods establishment may be seen on the left at Monroe Street.

J. W. Taylor Photo

State Street, looking north from Harrison, in the middle eighties. On the northwest corner was the early establishment of James H. Lomax.

Copyright Inter-State Photo Service

State Street, looking north from Quincy in 1889. Gunther's Candy Store, housing the famous Gunther Historical Collection is shown on the left. At this time the Fair still occupied the northwest corner of Adams Street with a two-story building which adjoined their six-story building on the north.

Underwood & Underwood Photo, 1903

State Street in 1903, north from Adams Street, showing noon day crowd.

Kaufmann, Weimer & Fabry, 1911

A view at the corner of State and Monroe Streets in 1911 and looking east towards Wabash Avenue.

Kaufmann, Weimer & Fabry Photo

A view on Monroe Street, looking west towards State Street in 1912.

Barnum & Barnum Photo

The Mentor Building at the northeast corner of State and Monroe Streets. The Carson, Pirie, Scott & Company Building is nearing completion.

State and Monroe Streets in 1911. The North American Building, now at the northwest corner, had not yet been built. Traffic was still comparatively uncongested. A few horseless carriages are seen.

Marshall Field & Company (The Singer Building) in the horse car and gas lamp era, when mansard roofs were in vogue.

Washington Street at Wabash Avenue in 1893. A parade is taking place. Note the people on the canopy at the entrance to Marshall Field & Co.'s Store. Cobb's Book Store and Library were at the northwest corner of Wabash and Washington.

Inter-State Photo Service

A view of State Street north from Madison in 1889 when horse cars were still in use.

Wm. T. Barnum Photo

A view of the "Busiest Corner in the World," State and Madison Streets, showing Mandel Brothers, Chas. A. Stevens & Bros., The Columbus Memorial Building and Marshall Field & Company.

Wm. T. Barnum Photo

State Street, looking north from Washington Street. A view taken in 1923.

Wrecking the old building at the northwest corner of State and Madison Streets to make way for the Champlain Building. This, in turn, made way for the modern structure of the Boston Store.

Copelin Photo

The corner of State and Madison Streets, looking west on Madison. The Champlain Building was at the corner, and on the north side of Madison Street may be seen Sam T. Jacks famous Burlesque house. The clock tower was still on the old Inter-Ocean Building, at Dearborn Street.

J. W. Taylor Photo

A view of State Street, north from Madison in 1905, when the old cable cars rattled along both streets.

From a stereoscopic view by Copelin & Melander

The southwest corner of State and Washington Streets where the First National Bank had its second location. This building was destroyed in the fire of 1871. Ross and Gossage, the well-known dry goods house of that day, were just south of the bank with an "L" extending to Washington Street.

Barnum & Barnum Photo

A view of State Street north from Madison Street, taken in 1891. The Masonic Temple (now the Capitol Building) was just then nearing comp'etion. Horse cars and cable cars were still the means of transportation.

J. W. Taylor Photo

State Street looking south from Lake, a view taken in the middle eighties.

J. W. Taylor Photo

State Street looking north from Monroe Street. This picture was taken in the middle eighties.

J. W. Taylor Photo

State Street north from Madison in 1880.

State Street north from Madison thirty-three years later.

Barnum & Barnum Photo

The southwest corner of State and Randolph Streets showing the old Bay State Building. This picture was taken in the late nineties.

Barnum & Barnum Photo

Same corner as above, taken in the late eighties.

Kaufmann & Fabry Photo

A view of State Street looking north from Madison Street on an afternoon in 1929.

Photo by Kaufmann & Fabry

State Street at South Water Street showing the Hibbard, Spencer, Bartlett & Company establishment at the right. The view was taken in 1911.

Copelin Photo

River Street looking north toward Rush Street Bridge in the eighties. At the left are shown the Graham and Morton Transportation Company's offices at the corner of Dock Street. This picture was taken in the golden age of this old street when many wholesale houses and provision firms did a thriving business here.

Copelin Photo

A view of the southeast corner of State and Randolph Streets in 1894 showing Central Music Hall with Scupham's Drug Store on the corner; Almer Coe, the optician; the Central Floral Company; Kehoe's Candy Store; Burnham and Company's Hair Goods Store; and Burley and Company's establishment. At the back of the building is the Central Church where David Swing was so long pastor, and in several of the upper halls Professor William L. Tomlins for many years conducted his children's choruses. The cable cars, which first ran in 1882, were still in use. When Central Music Hall was built in 1879 it was conceded to be one of the most beautiful public halls in the country. Its inception and later success were due to the enthusiasm and tact of the late George B. Carpenter who was its lessee and manager until his death.

The northwest corner of State and Adams Streets showing the modern establishment of "The Fair." This business was started by E. J. Lehmann and the transition from the original structure of the early eighties is evidence of the evolution of State Street.

State and Madison Streets, the busiest corner in the world, on Armistice Day. The clock indicates that the picture was taken at the moment when the great throng stood uncovered facing east in honor of those who fell in the World War. It is a far cry from the day in 1857 when James H. McVicker opened his first theatre on Madison Street between State and Dearborn Streets; and still farther in the misty past is the day in 1845 when Chicago's first public school (later called the Dearborn School) was opened on the site of the Boston Store, then in School District Number 1. In 1857 Nicholson pavement had not been laid in these main travelled roads.

Barnum & Barnum Photo

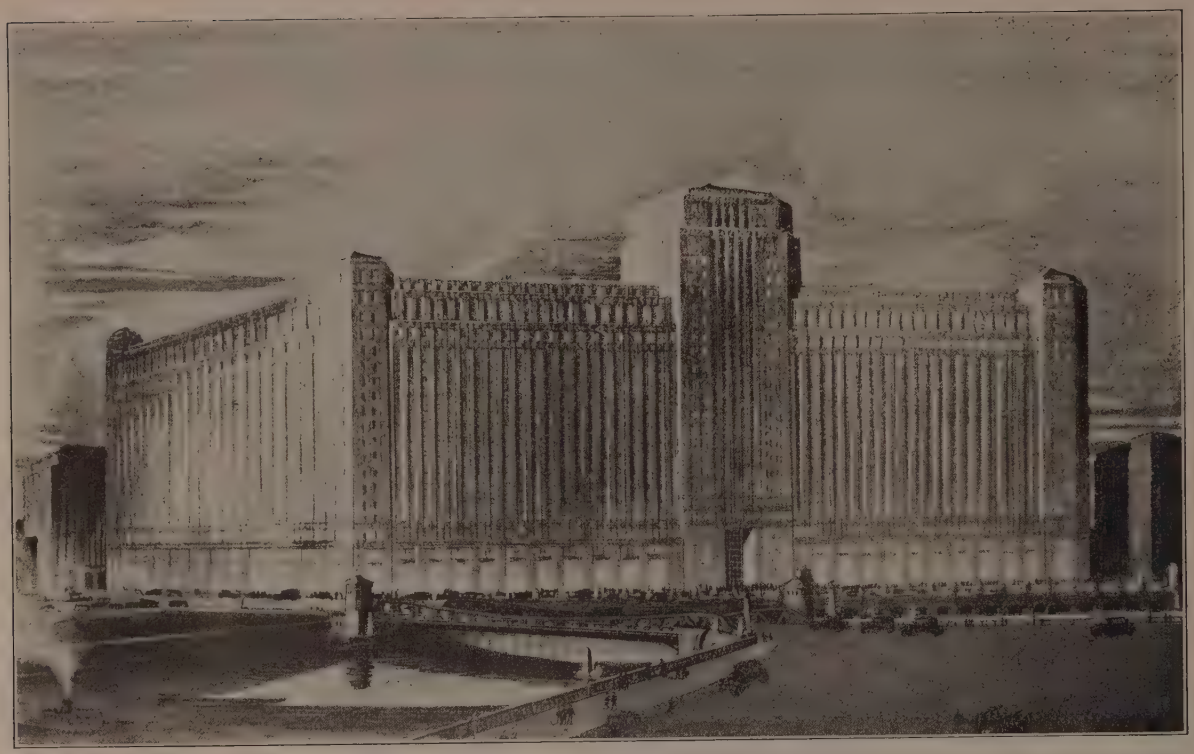
State Street looking south from Jackson Street. At the southwest corner where Spaulding and Company, Jewelers, had their establishment for many years D. S. Komiss and Company now occupy the entire building, the rest of the block is taken up by the Davis Store, owned by Marshall Field and Company. At the Van Buren Street corner, running to Congress Street, are the Leiter Stores.

J. W. Taylor Photo

The store of Siegel and Cooper who occupied this entire building, owned by the Leiter Estate, until they went out of business. Now known as the Leiter Stores, the appearance of the institution showing little outward change since first occupied as a dry goods emporium. This picture was taken in the "cable car" period.

Kaufmann & Fabry Photo, 1923

Retail establishment of Marshall Field and Company, occupying the entire block between State Street and Wabash Avenue and between Randolph and Washington Streets, one of the "sights" for visitors to Chicago, and the realization of the dream of the founder of the institution.



Where in 1833 wild onions covered the north bank of the main river near The Forks the world's largest business building, the Merchandise Mart erected by Marshall Field & Company, will soon rear its palatial walls. The Chicago & Northwestern Railway Station from the early eighties until last year occupied the Wells Street frontage with a red brick structure of the Eastlake period. In the foreground is the Orleans Street bridge. Wells Street bridge is at the eastern end of the vast structure. The building is set back eighty feet from the river, thus establishing the first unit of the boulevard paralleling Wacker Drive.

The building at Adams Street, between Franklin and Wells Streets, occupied for many years by Marshall Field & Company as their wholesale house.

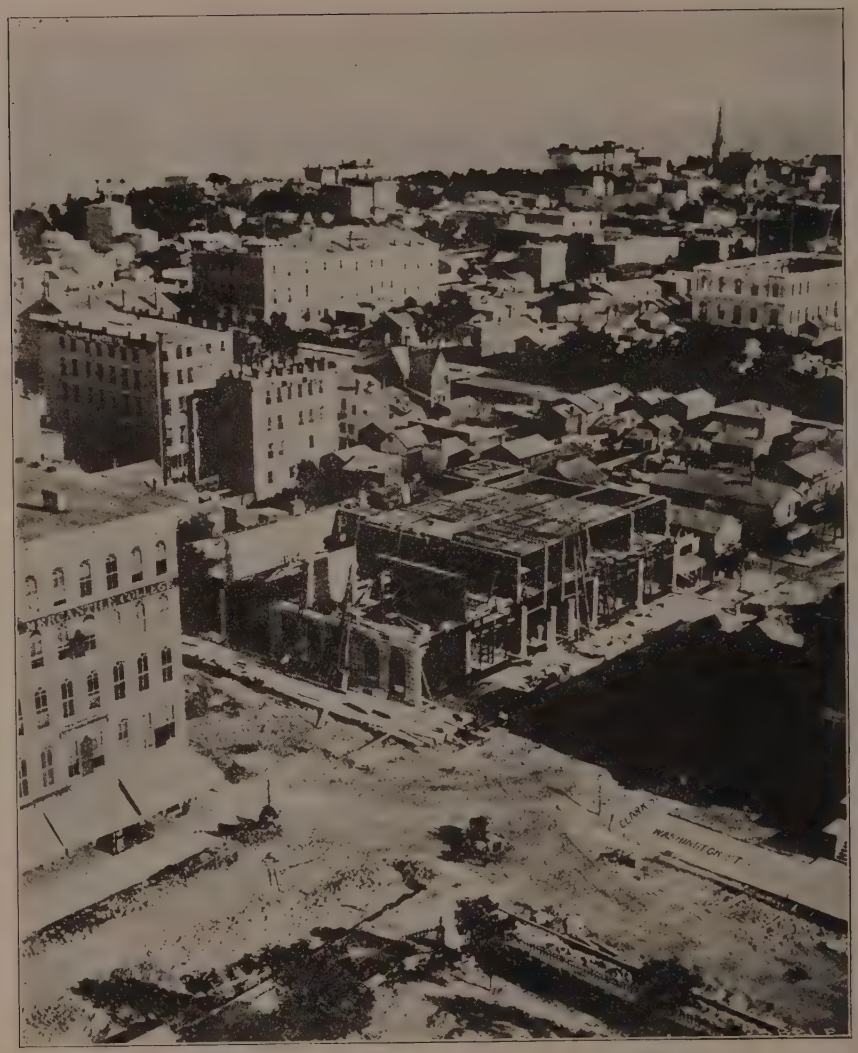
Cook County courthouse and city hall before the fire of 1871. It was enlarged by added wings, extending it to Clark Street and to La Salle Stree .

Copelin & Sons Photo

Old Central Block on Market Street at the corner of Washington.

Copelin Photo

The northwest corner of Lake and Dearborn Streets. Water appears to be standing in the street.



View from the court house looking southeast. On the northeast corner is Bryant and Stratton's Business College and on the southeast is the First Methodist Church Block in course of construction. In the middle distance are McVicker's Theatre, and the Post Office in the course of construction. Terrace Row is seen in the distance at the right.

The Lill and Diversey Brewery. It was at Pine Street and Chicago Avenue.

William Lill founded this business in 1833. The first year's output was 450 barrels.

In 1839 William Ogden, our first mayor, established Mr. Lill at the Pine Street location.

From a stereoscopic view by Copelin & Melander

Lake Street looking west from Clark Street toward La Salle Street about 1869. The photograph gallery of Charles D. Mosher, whose collection of portraits of well known Chicagoans of that day, is now in the possession of the Chicago Historical Society, was on the north side of the street. To the right of the Mosher Gallery was Giles Brothers Jewelry store.

From a stereoscopic view by Copelin & Melander

The Union Pacific Railroad Company's grand celebration on May 10, 1869. The procession, which was made up of everything on wheels that was owned in and around the city, is here seen proceeding east on Lake Street from the corner of Clark. At No. 112, 114, 116 is seen Potter Palmer's wholesale and retail dry goods establishment.

From a stereoscopic view by Copelin & Melander

South Water Street looking toward the Lake. On the left is the establishment of William T. Shufeldt, the distiller, at No. 51 to 53. On the right at the southeast corner of Wabash Avenue is the wholesale grocery house of George W. Flanders and Company. In the foreground at the right is the wholesale grocery establishment of J. V. and William Clarke.

From a stereoscopic view by Copelin & Melander

Lake Street east from State in 1868. At the northeast corner of Lake Street was the hardware store of Seeberger and Breakey, next is the clothing jobbing house of Tuttle, Thompson and Wetmore. At the northeast corner of Wabash Avenue the wholesale drug house of J. H. Reed and Company appears. At the southeast corner of State was the City Hotel, J. W. Towne, proprietor.

The Tribune Building at the southeast corner of Madison and Dearborn Streets. McVicker's Theatre is directly east. The advertisements of a quack doctor, on the frame structure at the right, are typical of the promotional enterprise of that period.

Photo loaned by J. L. Kesner

Dearborn Street looking north from Adams showing "The Fair" and the Adams Express Building and showing the Crilly Building at the northeast corner of Dearborn and Monroe. This was taken in 1883.

J. W. Taylor Photo

The southeast corner of Dearborn and Monroe Streets in the early nineties. The Fair store still had their one-story building and there was nothing much south of the Owings Building at that time. The facade of the old Howland Block is seen on the west side of Dearborn Street.

J. W. Taylor Photo

The corner of Dearborn and Adams Streets in the late eighties, at the time when The Fair still had but two stories. On the southeast corner is the Owings Building (now the Bedford Building). South of the Owings Building and at the corner of Quincy Street is the Temple Court Building. At this time the Great Northern Hotel had not been constructed.

Barnum & Barnum Photo

The northeast corner of Dearborn and Jackson Streets showing the Great Northern Hotel, and just east of the hotel the building occupied by F. A. Bryson's art store and next to this the Harvey Hotel.

J. W. Taylor Photo

The Saratoga Hotel and Restaurant on the east side of Dearborn Street, between Monroe and Madison Streets.

Barnum & Barnum Photo

A view of Monroe Street looking east from Wabash at the time when a parade was turning into Michigan Avenue. On the right may be seen the Chicago Carpet Company's establishment where now the Powers Building stands, and on the southeast corner of Wabash Avenue and Monroe Street the wholesale millinery establishment of Edson Keith and Company. On the northwest corner of Monroe and Wabash may be seen the old Windsor-Clifton Hotel.

Barnum & Barnum Photo

The Gold Parade going south on Dearborn Street, showing them passing The Fair and the Owings Building.

The New Standard Club on Dearborn Street just south of Jackson, which was completed and occupied in 1926, when they moved from their old quarters at Twenty-fourth Street and Michigan Avenue. North on Dearborn Street may be seen the Great Northern Hotel.

Inter-State Photo Service

Jackson Street between Michigan and Wabash Avenues. The old Armory of the First Regiment, Illinois National Guard, and from where they moved to their present quarters at Michigan Avenue and Sixteenth Street, was replaced by the Illinois Theatre. The Leland Hotel, afterward the Stratford, is at the corner on Michigan Avenue.

Inter-State Photo Service

Jackson Street east from State Street. At the time this picture was taken in 1889 the Nee Ban Japanese Store occupied the building at the southeast corner which later was the home of Spaulding and Company, the jewelers, and is now occupied by D. S. Komiss and Company. On the second floor was the first up-to-date manicuring establishment in Chicago. The sign of Bemis and McAvoy shows that prohibition was still far away; they even allowed wines and liquors to be advertised on the street lamps.

Barnum & Barnum Photo

Jackson Street looking west from the Illinois Theatre about 1902. The Wellington Hotel, which was at the northeast corner of Jackson Street and Wabash Avenue is seen at the right and the Steger Building, since replaced by the Steger Office Building, is shown at the northwest corner.

Jackson Street looking east from Plymouth Court in 1912. This was prior to the erection of the new Lytton Building at the northeast corner of State and Jackson Streets, and when the Lyttons still occupied their old establishment across the street. The Wellington Hotel had not yet been demolished, but the new Steger Building and the Railway Exchange Building had been erected.

Barnum & Barnum Photo

Jackson Street looking east from Clark Street showing the old Grace Hotel at the southeast corner of Clark and Jackson Streets and the new building of the Union League Club just east of it. This picture was taken in 1927.

Barnum & Barnum Photo

The Medinah Building, of distinctive architecture, at the corner of Jackson and Wells Streets.

From a stereoscopic view by Copelin & Melander

Looking west on Washington Street from the Field, Leiter and Company store (shown on the right), with a view of the St. James Hotel and the Crosby Opera House. The trees give evidence that it was in the period before the fire that this picture was taken.

The north side of Washington Street from State to Clark Streets in the middle sixties. The Crosby Opera House is shown in the foreground. W. W. Kimball, the piano firm, Kinsley's Restaurant, Root and Cady, the music publishers, and Bauer and Company's piano house, occupied the first floor of the Opera House. This picture was taken from a Jevne & Almini print.

The Marine Bank Building with Tyler's Block is shown here at Lake and La Salle Streets. The year 1865 is the period of this picture which was taken from a Jevne & Almini print.

From a stereoscopic view by Copelin & Melander

Washington Street east from Wells in 1868. At the corner of La Salle Street is the Chamber of Commerce. This handsome block, constructed of Lamont Limestone was mainly occupied by Insurance companies. Opposite the trees surrounding Court House Square are shown, reminiscent of the city's motto "Urbs in Horte."

From a stereoscopic view by Copelin & Melander

View looking east from the dome of the Court House in 1860.

From a stereoscopic view by Copelin & Melander

Washington Street west from Dearborn Street. At the corner the Tuttle King Block, occupied by the Manufacturers National Bank and the Northwestern Life Insurance Company. Next door east the Shreve Building and at the Clark Street corner the Lombard Block.

From a Stereoscopic View by Copelin and Melander

Portland Block, southwest corner of Dearborn and Washington Streets, 1870, showing the quarters of the Fourth National Bank and the Dearborn Theatre immediately south.

Inter-State Photo Service

A view of Washington Street east from Clark Street in 1889.

From a Stereoscopic View by Lovejoy & Foster

From the dome of the Court House looking northeast, in the days before the fire.

William T. Barnum Photo

Randolph Street looking west from Dearborn. The Garrick Theatre, formerly the Schiller, the Ashland Block with the Olympic Theatre and the old Sherman House are seen, and at the northwest corner of Dearborn and Randolph Streets is the old Borden Building, since replaced by the Woods Theatre Building. This picture was taken about 1910.

Inter-State Photo Service

Randolph Street east from the Sherman House in 1889.

J. Carbutt Photo

The southeast corner of Clark and Randolph Streets. The building shown on the corner was the McCarthy Building. The Michigan Central ticket offices were here and Grover, Baker and Company occupied the basement with their sewing machine agency. The Peter Smith Auction House may be seen at the right.

Courtesy of Chicago Historical Society

The First Baptist Church at the southeast corner of Washington and La Salle Streets in 1858. A wood yard occupied the lot east of the church at this time. This building was purchased by the Second Baptist Congregation and moved to the corner of Monroe and Morgan Streets, where it served until a few years ago.

Metropolitan Hall stood on the northwest corner of Randolph and La Salle Streets. It was built in 1854 and was used for concerts and lectures. In 1866 the Young Men's Association, founded in 1841 for the purpose of establishing a library, occupied rooms in the second story.

From a stereoscopic view by Copelin & Melander

The Union Building at the southwest corner of Washington and La Salle Streets where now is the Stock Exchange Building. The real estate office of Olinger and Waller is on the Washington Street side. The Union National Bank entrance is at the corner and the Great Western Life Insurance Company and various insurance agencies had headquarters in this block in 1868, when this picture was taken.

From a stereoscopic view by Copelin & Melander

La Salle Street between Washington and Madison Streets. Below Madison Street small frame residences with gardens still occupied the former school reserve section in the sixties. At the right is shown the Mercantile Building and next, to the south, is the Oriental Building where were the offices of the Equitable Life Assurance Society.

Photo by W. S. Wheeler

The Nixon Building at the northeast corner of La Salle and Monroe Streets. Built by W. K. Nixon the building was so solid that it was one of the three buildings on the South Side left standing after the Great Fire. Shown here, as it appeared in 1871, this structure stood until the late eighties, a monument to this Chicago Architect.

J. W. Taylor Photo

Monroe Street looking east from La Salle Street in 1888. At the northeast corner is the Nixon Building, east of which may be seen the Frank Danforth tailoring establishment, the Vancil House, and beyond Custom House Place the old Montauk Block.

Inter-State Photo Service

La Salle Street looking north from Jackson Street in 1889. On the left is the old Continental Bank Building at Adams Street and in the distance is seen the Woman's Temple just nearing completion. To the right is the La Salle Street entrance of the Grand Pacific Hotel.

La Salle Street north from Jackson Street in 1912. On the left is the old Mallers Building and the Continental Bank Building at Adams Street. On the east side of the street, the Illinois Trust and Savings Bank.

La Salle Street looking north from Jackson Street in 1920. At this time the Illinois Merchants Bank Building had replaced the old Illinois Trust and Savings Bank structure, and the Federal Reserve Bank Building is shown on the west side of the street. The Continental and Commercial Bank Building had replaced the old one, and La Salle Street had begun to take on the aspect of today.

Photograph by J. W. Taylor

La Salle Street looking north from Monroe. The Northern Trust Company is shown in the foreground to the left. This picture was taken before the La Salle Hotel was built. The large building in the distance is the Stock Exchange Building.

J. W. Taylor Photo

Monroe Street looking east from La Salle Street. The New York Life Building is at the northeast corner and the First National Bank Building looms at the northeast corner of Clark Street. At the right is the Borland Block.

The Rookery, occupying the entire space between La Salle, Adams and Quincy Streets, and Rookery Court. Here formerly stood the temporary City Hall which after the Great Fire was hastily erected in place of the one burned and jokingly named The Rookery on account of the fact that it was a favorite pigeon-roost. This name was retained for the new building, which was erected in its place and which is wholly unlike it.

The Hotel La Salle, at the northwest corner of La Salle and Madison Streets. Erected in 1909. The Stock Exchange Building is at the right. This photograph was taken in 1910. The present quarters of the Daily News are at the left.

The Tacoma Building at the northeast corner of La Salle and Madison Streets which was one of the first sky-scrapers at the time that it was built in 1889. It was the first fourteen story building erected in the city. The old Brevoort House may be seen just east of it on Madison Street. This picture was taken at the time when the Chamber of Commerce Building was being completed. The Tacoma Building is shortly to be razed and will be succeeded by the towering structure of "Number 1 La Salle Street."

J. W. Taylor Photo

The Home Insurance Building at the northeast corner of La Sal'e and Adams Streets. The Union National Bank, formerly had its quarters in this building and the city offices of Armour and Company were also located here. Today stock and bond companies and brokerage offices are the main floor tenants of this land mark.

An unusual view of the corner of Washington and La Salle Streets. The Chamber of Commerce Building, recently torn down, the Chemical Bank Building south of it, and the Tacoma Building are seen, and the view looking east on Washington Street shows the Columbus Memorial Building at State and Washington Streets in the distance.

Kaufmann & Fabry Photo

The Stock Exchange Building at the southwest corner of La Salle and Washington Streets with the Hotel La Salle just to the south of it and the commencement of the building operations of the new Foreman National Bank Building are shown in this picture which was taken in 1928. The Stock Exchange Building was built on ground owned by the Peck Estate and occupies the site of the former Union Building. The present building was erected during 1893-4.

The Morrison Block at the southeast corner of Madison and Clark Streets. On the Clark Street side was the Boston Square Dealing Clothing House, and on the corner Stanton & Company's fancy grocery and liquor establishment. The Morrison Hotel now occupies this site.

Photo by P. B. Greene

The Major Block at the southeast corner of Madison and La Salle Streets before the fire.

The Major Block. Southeast corner of La Salle and Madison Streets as rebuilt after the fire. The Roanoke Building now occupies this site.

Madison Street looking east from Dearborn. This picture was taken about 1885. Note Hannah and Hogg's establishment, also Madison Hall, where Henry E. Dixey was playing at the time. Afterwards it was for many years known as Sam T. Jack's Opera House, The Home of Burlesque.

In the early nineties the Tacoma Building, seen in the distance, towered above all its neighbors. Looking west from Dearborn Street at Madison Street, the Manierre Building is seen at the northeast corner, and the old Inter Ocean Building, with the clock tower, now the Grant Hotel, at the northwest corner of Dearborn Street.

Copelin Photo

A view of Madison Street looking west from Dearborn Street in 1888. At the right is shown the Inter-Ocean Building, Lipman's pawn brokerage establishment, Newton, the hatter, and A. H. Blackall and Sons, tea and coffee store to the east. The C. O. D. Block at the corner of Madison and Clark Streets the old Hotel Brevoort and the Tacoma Building are seen in the distance. The building preceding the recently completed Madison and Clark Building was at that time in the course of construction.

J. W. Taylor Photo

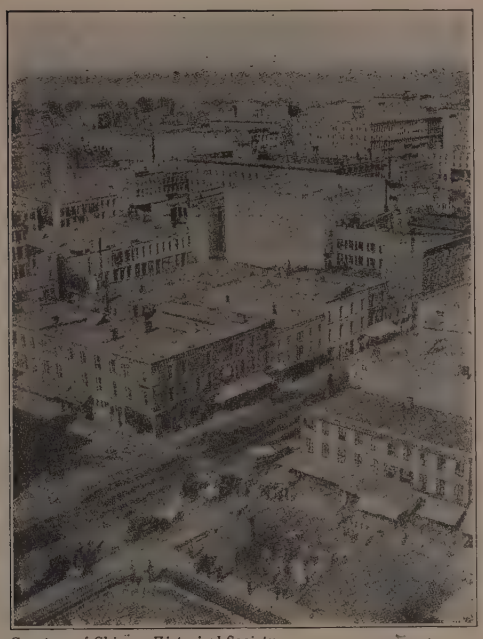
The old C. O. D. Block, better known as the Atwood Block, at the northwest corner of Clark and Madison Streets. West of it the La Salle Opera House was afterward built, and the old Brevoort Hotel is seen.

The northwest corner of Madison and Clark Streets in 1912. The Atwood Building, which replaced the old C. O. D. Block, and which later was known as the Straus Building and is now known as the H. O. Stone Building is shown at the corner. The La Salle Theatre, the new Hotel Brevoort, the Tacoma Building and the Hotel La Salle are seen at the left. At the extreme right may be seen the old Chicago Opera House Block where the Conway Building now stands.

View south on Wells Street from Madison Street in the early nineties. The Security Building is seen at the southeast corner of Madison Street with the Lees Building next on the south.

Madison Street east from Wells Street in 1918. On the left a section of the Daily News Building and the La Salle Hotel are shown. Across La Salle Street is the Tacoma Building. On the right is Vogelsang's Restaurant, a famous eating place for many years.

Federal Street, looking from just south of Van Buren Street. At the left is the Rock Island and Lake Shore Depot, the Rialto Building and the old Board of Trade. At Jackson Street the Grand Pacific Hotel. On the east side of Federal Street were the Traders Building, the Open Board, and the Phoenix Building.



Courtesy of Chicago Historical Society

The corner of Clark and Randolph Streets. View from the Court House dome in 1858, looking northeast.

Courtesy of Chicago Historical Society

Randolph and Clark Streets. View from Court House dome in 1858, looking north and northeast.

From a Stereoscopic View by J. Carbutt

The heart of Chicago after the fire. Looking north on Dearborn and Clark Streets from Harrison.

From a Stereoscopic View by Lovejoy & Foster

Clark Street looking north from Washington Street about 1868. On the left is shown the new east wing of the Court House then in course of construction.

From a stereoscopic view by Copelin & Melander

The east side of Clark Street looking north from Monroe Street in 1869. At the left are Cox and Donahue's book bindery; the Arcade Building, which ran through to Dearborn Street in which was the establishment of A. D. Titsworth; and next door north the Chicago Lithographic Company & Artists' Emporium.

From a stereoscopic view by Copelin & Melander

The Shepard Block was erected in 1869 at the southeast corner of Dearborn and Monroe Streets. A. Vail & Son, real estate, on the second floor appear to have been enterprising subdividers. Perry & Crapo, merchant tailors, had an extensive establishment on the ground floor. Small frame dwellings still lingered at the corner of Adams Street.

Courtesy of Chas. Herman

The interior of Chapin & Gore's Buffet. The restaurant, which was the meeting place of many of Chicago's Bon Vivants, was in the rear. The Majestic Theatre, on Monroe Street, near State Street, stands where Chapin Gore's formerly stood.

View looking west from Clark Street on Monroe Street in the eighties. The building at the left "The Foot Block" was on the southwest corner of Clark and Monroe Streets.

J. W. Taylor Photo

Clark Street looking north from Jackson Street in the late eighties. At the northwest corner is the Grand Pacific Hotel. Across the street is the Federal Building of that period, where a line of Hansom cabs could always be found. At Adams Street the ticket office of the Chicago, Burlington and Quincy Railroad is conspicuous, and opposite may be seen the flagstaff of the Lakeside Building.

Chicago Tribune Photo

Clark Street between Washington and Randolph Streets in the middle eighties was a picturesque thoroughfare where horse cars, hansom cabs and family carry-alls often created a jam. On the east side of the street is the Reaper Block and next on the north Hamlin's Grand Opera House.

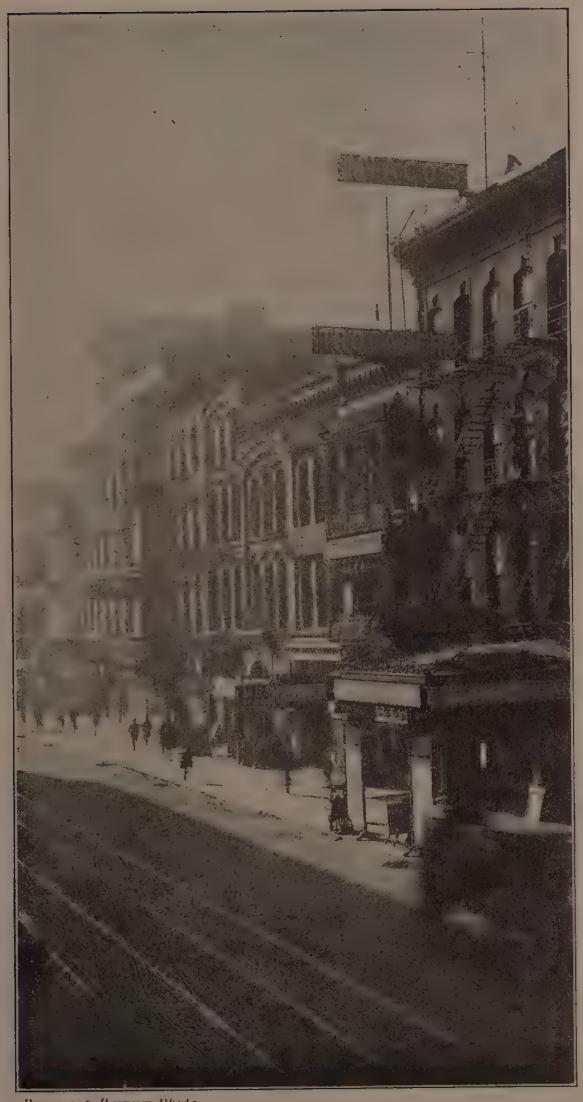
The corner of Madison and Clark Streets in 1912. The Planters Hotel, the old Columbia Burlesque House, remodeled and now the Adelphi Theatre, and the old Hotel Morrison can be seen.

Inter-State Photo Service

A view of Clark Street south from Randolph in 1889. On the right the monoliths of the Court House of that period are conspicuous and on the opposite corner of Washington Street the windows of the Chicago Opera House are seen. Quite a traffic jam is created by horse cars, buggies and hansom cabs.

The old Hotel Morrison and the Boston Oyster House at the southeast corner of Clark and Madison Streets.

The Rialto Building.



Barnum & Barnum Photo

On State Street just north of Harrison Street in the late nineties, were Miaco's Trocadero, and other music halls, chop suey restaurants and dime museums.

The old Continental Bank Building.

J. W. Taylor Photo

The old Hotel Kaiserhof, now the Atlantic, was on the west side of Clark Street, between Jackson and Van Buren. South of the Kaiserhof is McCoy's European Hotel.

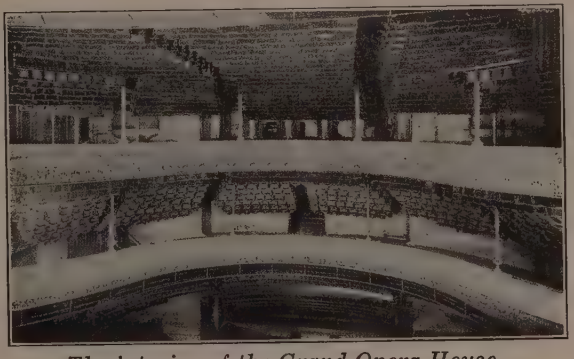
Kaufmann, Weimer & Fabry Photo

The new Kaiserhof Hotel which was erected in 1915, on Clark Street between Jackson and Van Buren Streets.

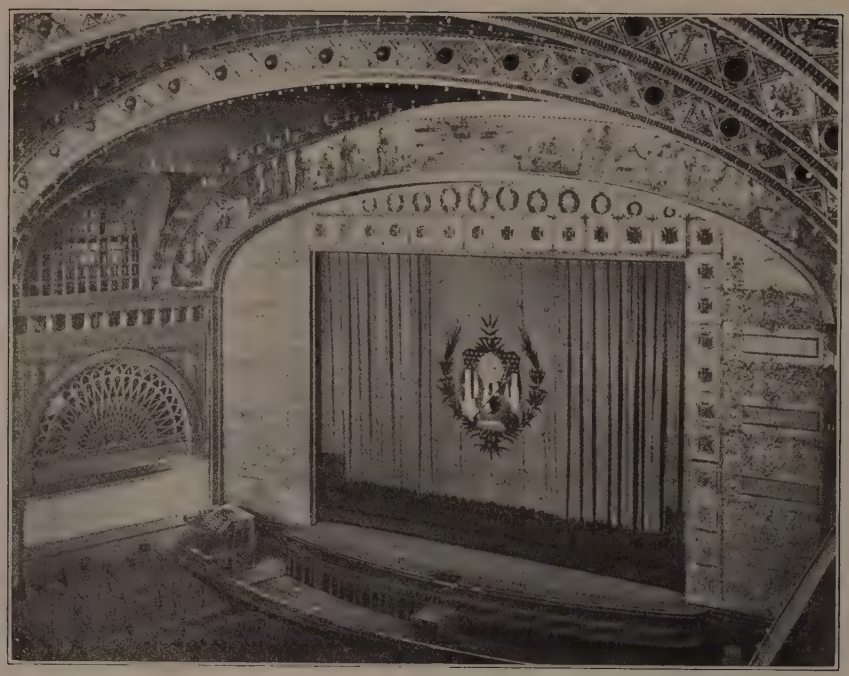
Copelin & Melander Photo

Magee's Building at the corner of Clark and Michigan Streets in 1873. The Commercial Loan Bank occupied the corner store. Rockwood Brothers, tea and coffee merchants, were in the building next to them, and adjoining the Magee Building was G. Dassler's crockery, glassware and notion house.

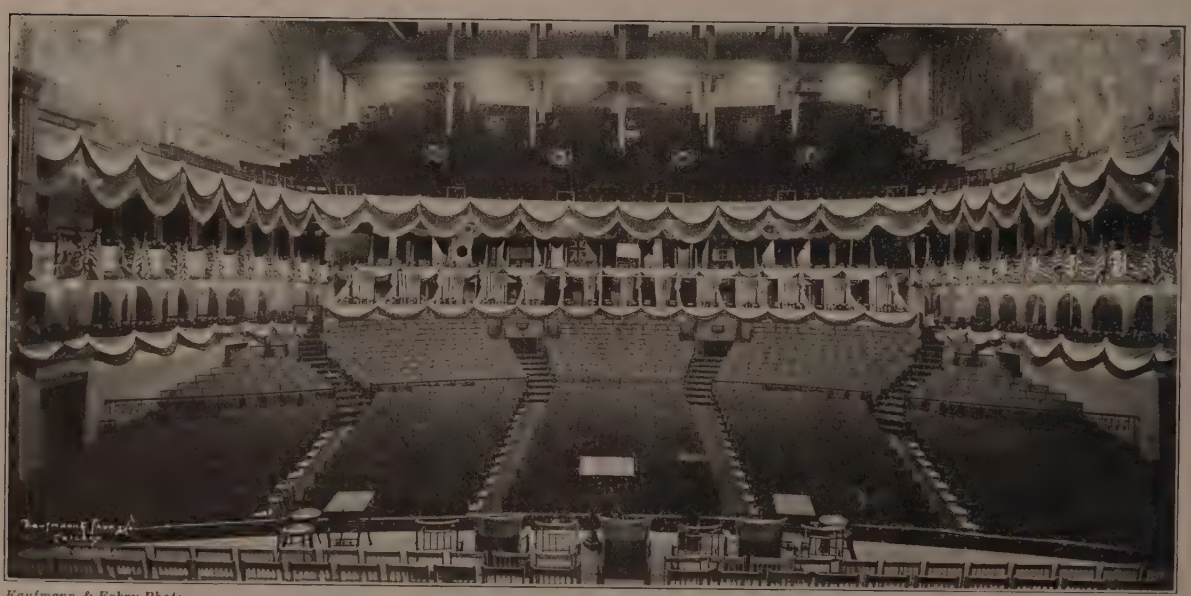
The Grand Opera House on the site of Bryan Hall, which was afterwards Hooley's Opera House. This picture shows it as it was rebuilt in 1880 by William Borden and leased to J. H. Hamlin. He and his brother operattd the theatre for years until George Cohan purchased in 1925. He rebuilt the theatre and named it the Four Cohans. Later the name was changed to Cohan's Opera House and in 1927 resumed its maiden name of the Grand Opera House.



The interior of the Grand Opera House.



The proscenium arch and stage of the Auditorium Theatre, with the organ at the left.



Kaufmann & Fabry Photo

An interior view of the Auditorium Theatre where, for forty years Opera lovers and devotees of everything that was best in music were wont to gather.

J. W. Taylor Photo

The old Chicago Opera House block at the southwest corner of Clark and Washington Streets. At the time this was taken Francis Wilson was playing there in "The Lion Tamer." Foreman Brothers Bank just west of the opera house, and at the corner of La Salle the Chamber of Commerce Building, demolished in July, 1928, to make room for the new Foreman National Bank Building.

The Auditorium Theatre and Hotel. The Theatre was dedicated on December 9, 1889, with Adelina Patti singing Home Sweet Home. The President of the United States, Governors of many states, and men and women, leaders in every walk of life, were participants in this memorable affair. This picture was taken in 1891.

J. W. Taylor Photo

A view of the Auditorium Theatre and Hotel taken in 1891. From the sign on the drug store on the corner may be seen that John Philip Sousa was playing there at the time. The Ohio Building which now occupies the southeast corner of Congress Street and Wabash Avenue was not yet built. To the left, at the corner of Van Buren Street, may be seen Goldston's Family Hotel.

The Alhambra Theatre which was in the Alhambra Block at State Street and Archer Avenue. At the time it opened, and for several years, it housed many first class attractions. In the course of time when the neighborhood disintegrated, it became a third class house of entertainment.

Kaufmann & Fabry Photo

This theatre, at the southeast corner of Dearborn and Randolph Streets, was originally opened as The Apollo, now under the ownership of the United Artists, a leading moving picture theatre, and the name of Apollo has been transferred to what was formerly the old "Olympic."

Kaufmann & Fabry Photo

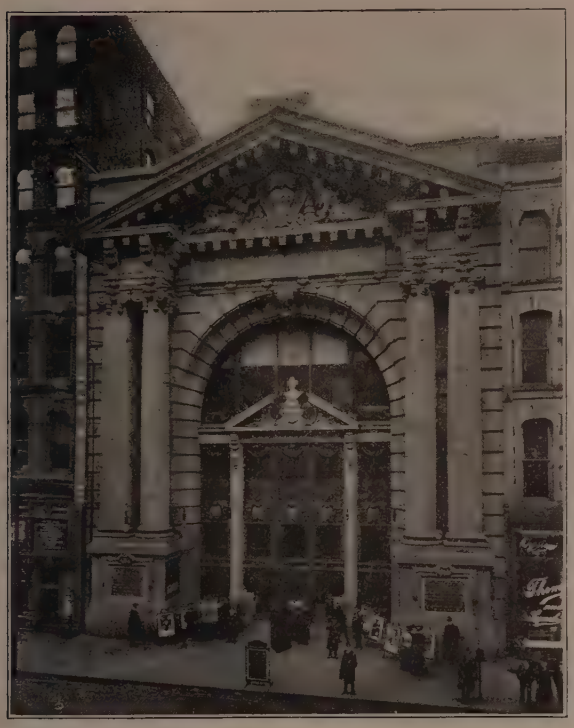
The Illinois Theatre, situated on the south side of Jackson Street between Michigan and Wabash Avenue, occupies the site of the old First Regiment Armory of the Illinois National Guard.

Kaufmann & Fabry Photo

The Blackstone Theatre on the north side of Seventh Street between Michigan Boulevard and Wabash Avenue is west of the Blackstone hotel.

Kaufmann & Fabry Photo

The Princess Theatre on the east side of Clark Street between Jackson Boulevard and Van Buren Street.



Kaufmann & Fabry Photo

The Colonial Theatre on the north side of Randolph Street between State and Dearborn Streets. This was built on the site of the old Iroquois, where the great fire disaster occurred in 1903. It made way for the new Masonic Temple.

Chicago Architectural Photographing Company

The new Masonic Temple on the site of the old Iroquois Theatre, and the Oriental Moving Picture Theatre on the north side of Randolph Street between State and Dearborn. To the east is seen the old Masonic Temple, now the Capitol Building.

The third McVicker's Theatre on the south side of Madison Street just west of State Street.

The fourth and present McVicker's Theatre is now used as a movie house. All of the four McVicker's Theatres were on the same site.

Kaufmann & Fabry Photo, 1927

"The Chicago" moving picture theatre on the east side of State Street between Lake and Randolph Streets.

Kaufmann & Fabry Photo, 1923

The Roosevelt moving picture theatre on the west side of State Street between Washington and Randolph.

Kaufmann & Fabry Photo, 1927

The Tivoli moving picture theatre on the east side of Cottage Grove Avenue between Sixty-third and Sixty-fourth Streets.

Kaufmann & Fabry Photo, 1926

The Granada moving picture theatre at 6427 Sheridan Road.

The Old Union Depot on Canal Street, extending from Jackson to Monroe, now replaced by the magnificent new structure which was completed in 1924.

The old North Western Station at Wells and Kinzie Streets, known as the Wells Street Depot. It was abandoned when the beautiful new $25,000,000 Chicago Station was ready for occupancy in 1911. The new Field Merchandise Mart is being built here.

Kaufmann & Fabry Photo

The $25,000,000 structure built in 1911 by the Chicago and North Western Railway Company at Madison and Clinton Streets.

Chicago Architectural Photographing Company

The new Union Station occupying the space between Canal and Clinton Streets and running north from Jackson Street.

Kaufmann & Fabry Photo, 1929

A view showing the recent widening of La Salle Street with the La Salle Street Bridge in the foreground.

Kaufmann & Fabry Photo

The La Salle Street Station on Van Buren Street. This replaced the old station, shown on the following page.

Barnum & Barnum Photo

The Webster Building on La Salle Street at the northeast corner of Van Buren Street. The Board of Trade Hotel is shown just north of it.

The Lake Shore and Michigan Southern and the old Chicago, Rock Island and Pacific Railway Depot.

Inter-State Photo Service

The Chicago River in the early winter, with the old Chicago, Northwestern Station in the background.

Kaufmann & Fabry Photo

A Chicago River scene showing a boat passing under the Link Bridge at Michigan Avenue.

Inter-State Photo Service

A few of the Izaak Waltons of earlier days following their favorite pastime.

Inter-State Photo Service

This picture shows the old Crib at a time when the Lake was frozen over so that even a sleigh could drive out safely. Winters like that are now rare.

The new Palmer House, the fourth of that name and one of the world's great hotels, is a lasting monument to one of Chicago's greatest citizens.

The Insurance Exchange Building, situated on the block bounded by Jackson Boulevard and Van Buren Streets and Sherman and Wells Streets.

The Standard Oil Building at the southwest corner of Michigan Avenue and Ninth Street. The office building of the Crane Company is at the northwest corner.

Interior of the McVicker's Theatre of the nineties. A delightful memory to most Chicago Theatre goers.

The Tremont House at the southeast corner of Lake and Dearborn Streets which was the last of the four Tremont Hotels. When it closed it was taken over by the Northwestern University and used as a law school. The building still stands today with but little to remind one of its glorious past.

The Wellington Hotel, which occupied the northeast corner of Wabash Avenue and Jackson Boulevard, was for many years under the management of Albert S. Gage, one of Chicago's fine hotels. Its clientele was largely made up of those who appreciated an air of refinement and a cuisine that was near to perfection.

The Planters Hotel on Clark Street between Madison and Washington Streets. This shows also the old Columbia Burlesque House which, after thorough remodeling became, and is now, the Adelphi Theatre.

The Saratoga Hotel on the east side of Dearborn Street between Monroe and Madison Streets. For many years the Saratoga was a favorite stopping place for people who sought rooms and food, good, but moderate in price.

The Hotel Stratford at the southwest corner of Michigan Avenue and Jackson Boulevard succeeded the Leland Hotel and was for many years one of Chicago's most popular hostelries. It remained so until it was torn down to make room for the Straus Building.

Kaufmann & Fabry Company

The Congress Hotel was built in three sections. The first unit was opened during the World's Fair and operated as part of the Auditorium Hotel. In 1902 another Annex was built. Four years later the third.

Kaufmann & Fabry Company

The Pompeiian Room at the Congress as it was in 1903. Around its fountain cluster many memories.

The Drake Hotel, under the management of Tracy and John B. Drake, at North Michigan Avenue, facing the lake on Oak Street. Opened in 1921. One of Chicago's great hotels.

The photograph gallery of Silas P. Melander, for many years at 208 Ohio Street.

The Grant Monument in Lincoln Park. Not far from the Drake hotel.

Photo by Copelin

The Lexington Hotel at the northeast corner of Michigan Avenue and Twenty-second Street. For years many old Chicagoans made their permanent home in the old Lexington, and at the time when President Grover Cleveland came to open the World's Columbian Exposition his headquarters were there.

Kaufmann & Fabry Photo

The Hotel Stevens occupying the entire Michigan Avenue frontage from Seventh to Eighth Streets. The largest hotel in the world, containing 3200 rooms with bath, opened in 1927. On the left the old Bucklen Building, and north from the Stevens the Blackstone Hotel, the Blum Building, and the Barnheisel Arcade. Picture taken in 1927.

Kaufmann & Fabry Photo

The Lake Shore Athletic Club located at Chestnut Street and Lake Shore Drive. This magnificent club was opened in October, 1927, and numbers amongst its members a large number of Chicago's leading citizens.

A view of Wabash Avenue showing St. Paul's Universalist Church erected in 1857 at the corner of Van Buren Street. Many of Chicago's prominent families had their homes along this quiet street.

From a stereoscopic view by Copelin & Melander

Wabash Avenue south from Eldredge Court. The double white stone house was the Marcus Stearns home. On the opposite side of the street were the homes of Arthur Wheeler and Charles W. Wheeler.

From a stereoscopic view by Copelin & Melander

Wabash Avenue looking north from Peck Court.

Michigan Avenue looking north from Adams Street in 1871. The residence of H. H. Honoré was on the northeast corner where now stands the People's Gas Building. It was from this home that Bertha Honoré was married to Potter Palmer. North of the Honoré residence are the homes of Nelson and Henry Tuttle and Henry Farnum. The sixth house from Adams Street stood where now is the north end of the Gas Building. This was the handsome white marble house built by William H. Brown, where President-elect Abraham Lincoln and Mrs. Lincoln were entertained just previous to the inauguration.

Courtesy of William H. Bush

The southwest corner of Michigan Avenue and Adams Street where the Pullman Building now stands. The house at the corner was kept as a boarding house by Mrs. Adams and her daughters. The inside house was the home of Mr. George Sedgwick. It burned in the Chicago fire of 1871. The house next south was also a fashionable boarding house. Here Marshall Field and a number of his young bachelor friends came for their meals at a time when they had their lodgings around the corner on Wabash Avenue.

E. B. McCagg's residence on north Clark Street. This was burned in the fire of 1871. Mr. McCagg's wife was a sister of William B. and Mahlon D. Ogden. Mr. McCagg was a partner in the law firm of Scammon & McCagg.

The residence of George Rumsey, at the corner of Cass and Huron Streets, before the fire. After the fire Mr. Rumsey built the substantial double mansion with its wide-spreading veranda that for two generations was a favorite rendezvous for the families of this neighborhood, which in the eighties was christened "Cranford."

From a stereoscopic view by Copelin & Melander

Michigan Avenue looking south from Jackson Street, showing the corner of Judge Manierre's yard in the foreground and Terrace Row in the distance. The Cyrus Bentley and the Surdam families occupied two of the three adjoining houses between Jackson and Van Buren Streets.

Photo by J. Carbutt

Michigan Avenue north from Monroe Street. About the middle of the block was the Ira Burch house, the iron fence of which shows at the left, and next to this were the homes of Ira, James H. and Chauncey Bowen. The double house, beyond, was the Bishop's Palace.

Photo by A. Morse & Company

Residence at 3251 South Dearborn Street, indicating the degree of quiet elegance, unknown to this street in late years.

H. M. Wilmarth home where now is the Congress Hotel.

Allen's Academy on Michigan Avenue at Eighteenth Street founded by Ira W. Allen. It was co-educational.

Chicago Manual Training School, founded in 1882. The building shown here was built in 1884 at Michigan Avenue and Twelfth Street by the Commercial Club of Chicago.

The old Standard Club House at Michigan Avenue and Thirteenth Street. This was opened in 1870, and was occupied until 1889, when they moved to Michigan Avenue and Twenty-fourth Street.

Aldine Square a small private park located on Vincennes Avenue south of Thirty-seventh Street. Handsome grey stone residences surrounded three sides of the Square in the center of which was an artificial lake, shaded by stately elms. Among the residents were Henry Rust, Honorable Abner Smith, Dr. Streeter and Dr. Charles F. Bassett.

The Hyde Park Hotel, situated on Hyde Park Boulevard, occupying the entire block between Lake Park Avenue and Harper Avenue. The original hotel ran from Lake Park to where the entrance is, and was built in 1887, and the addition, running to Harper Avenue, added about 1890. During the World's Fair period it took care of many visitors to the exposition and has its permanent guests today several of Chicago's best known families, some of whom have lived there ever since the hotel was built. The Hyde Park Old Settlers' Association holds its meetings here.

The residence of Richard T. Crane, when the family home was at the northwest corner of Washington Boulevard and Willard Place. The house was built by Martin Ryerson.

In the merry days when Washington Park and Derby day were something to conjure with, and Chicago's elite drove there in a tallyho, the above picture is reminiscent of that time and a magnifying glass may identify to the reader some of the people in this picture.

The residence of R. T. Crane at 2541 Michigan Avenue. This palatial town house was the last of the Chicago homes occupied by the founder of the Crane Company.

The residence of W. W. Kimball, piano manufacturer, at the southeast corner of Prairie Avenue and Eighteenth Street.

The beautiful mansion built by Harlow N. Higinbotham. It was located at the northeast corner of Michigan Avenue and Twenty-ninth Street and was a show place during the days of the World's Columbian Exposition. The architect was F. Meredith Whitehouse. It was torn down about 1900.

The residence of Ferdinand W. Peck at 1820 South Michigan Avenue, famous for hospitality, particularly during the World's Fair.

An interior view of Samuel M. Nickerson's home in 1884, showing the library and gallery. This house, still standing at Cass and Erie Streets was built by F. Meredyth Whitehouse.

The hall in Samuel M. Nickerson's home at Cass and Erie Streets, 1884.

A view of the hall in Henry J. Willing's home on the northwest corner of Rush and Ontario Streets, 1884. A perfect example of the period when the Gothic style and golden oak reigned supreme.

The library of Henry J. Willing's home on the northwest corner of Rush and Ontario Streets.

The library in Marshall Field's home at 1905 Prairie Avenue, 1884.

The hall in J. W. Doane's home at 1827 Prairie Avenue, 1884.

The old Calumet Club at the northeast corner of Michigan Boulevard and Twentieth Street. It was opened April 21, 1883. This building was partially destroyed by fire and rebuilt.

The rebuilt Calumet Club, which remained their home until the club disbanded in 1915. It is now occupied by the Meyer-Both Co. for studio and office purposes.

The old Kenwood Club House, near the corner of Lake Avenue and Forty-seventh Street.

The home of the Union League Club, from the time it was built in 1886, until torn down to make way for the new club house in 1927. The location of both structures is at Jackson Boulevard and Federal Street.

West Washington Street showing the funeral of the Right Reverend Henry John Whitehouse, Bishop of Illinois, on August 10, 1874. The procession is led by the choir which is shown entering the Episcopal Cathedral of SS. Peter and Paul at the corner of Peoria Street.

Copelin & Melander Photo

St. John's Protestant Episcopal Church located on West Lake Street at St. John's Place, Union Park was erected in 1857.

Copelin & Melander Photo

The North Star Mission (Baptist) was organized on North Avenue near Halsted Street in 1866.

Copelin & Melander Photo

Second Baptist Church. Monroe Street at the southwest corner of Morgan Street. This building was purchased from the First Baptist Congregation and moved across the river in 1864.

J. Carbutt Photo

This beautiful church is unidentified.

J. Carbutt Photo

The First Baptist Church erected on Wabash Avenue near Hubbard Court in 1864.

First Presbyterian Church, erected on Wabash Avenue between Congress and Van Buren Streets in 1856.

Plymouth Congregational Church erected at Wabash Avenue at the corner of Eldredge Court about 1868.

Copelin & Sons Photo

First Congregational Church, Washington Boulevard and Ann Street, was erected in 1869.

Copelin & Melander Photo

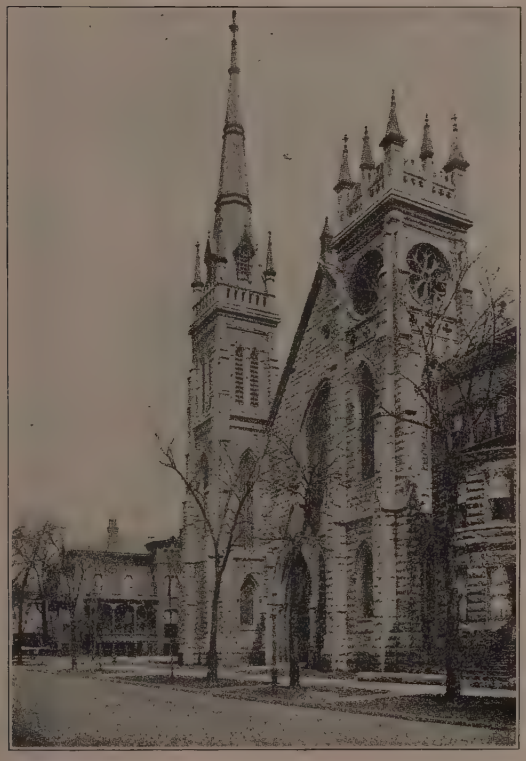
The Cathedral Church of St. Peter and St. Paul at Washington Boulevard and Peoria Street, called "the first stone building on the west side."

The Eighth Presbyterian Church, West Washington Street at Robey Street, was erected in 1867.

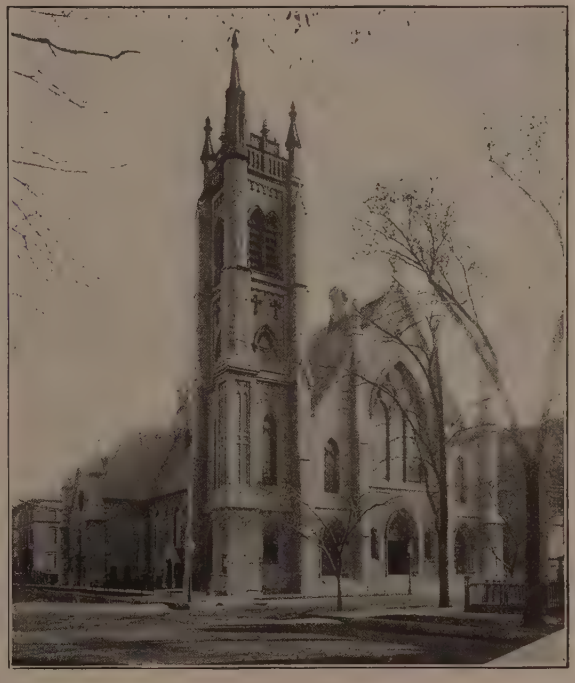
Copelin & Melander Photo

The American Reformed Church, on West Washington Street between Ann Street and Willard Place, was erected in 1868.

Plymouth Congregational Church on Michigan Avenue near Twenty-sixth Street.



Unity Church on Dearborn Avenue at Walton Place.



St. James' Church at the southwest corner of Cass and Huron Streets.

From a Stereoscopic View by P. Greene

New England Congregational Church at the corner of North Dearborn Street and Delaware Place was destroyed in the fire of 1871, except the north facade which remained standing. This was retained in the rebuilding of the church and stands today, facing Washington Square, still one of the most beautiful buildings on the north side, although the scars of smoke and flame are still visible in the partially melted lime stone.

Barnum & Barnum Photo

Christ (Reformed) Episcopal Church was on the southwest corner of Michigan Avenue and Twenty-fourth Street. It was presided over by Bishop Edward C. Cheney.

Copelin & Hine Photo

The Wabash Avenue Methodist Episcopal Church at the corner of Harrison Street was not burned and was used for the Post Office after the fire.

Copelin & Melander Photo

The Grace Methodist Episcopal Church at Chicago Avenue and La Salle Street before the fire.

St. Paul's Universalist Church on Prairie Avenue at the corner of Thirtieth Street.

The Church of the Epiphany was located at the corner of Ashland Avenue and Adams Street.

Chicago Architectural Photographing Company

The Fourth Presbyterian Church at the southwest corner of North Michigan Avenue and Delaware Place. At the left is the Parish House, connected with the church by the Noyes Cloister.

Stereoscopic view by J. Carbutt

The Church of the Messiah (Unitarian), on Wabash Avenue near Hubbard Court.

Stereoscopic view by J. Carbutt

St. Patrick's Roman Catholic Church was located at Desplaines and West Adams Streets.

Moody Memorial Church on North Clark Street at North Avenue.

Moody Bible Institute at La Salle Avenue and Chicago Avenue.

Hull House, founded in 1889, is located at South Halsted and Polk Streets.

St. Xavier's Academy, on Cottage Grove Avenue, between Forty-ninth and Fiftieth Streets.

Armour Institute of Technology, at Armour Avenue and Thirty-third Street, founded by Philip D. Armour in 1893. The head of the institute for many years was the Rev. Frank W. Gunsaulus.

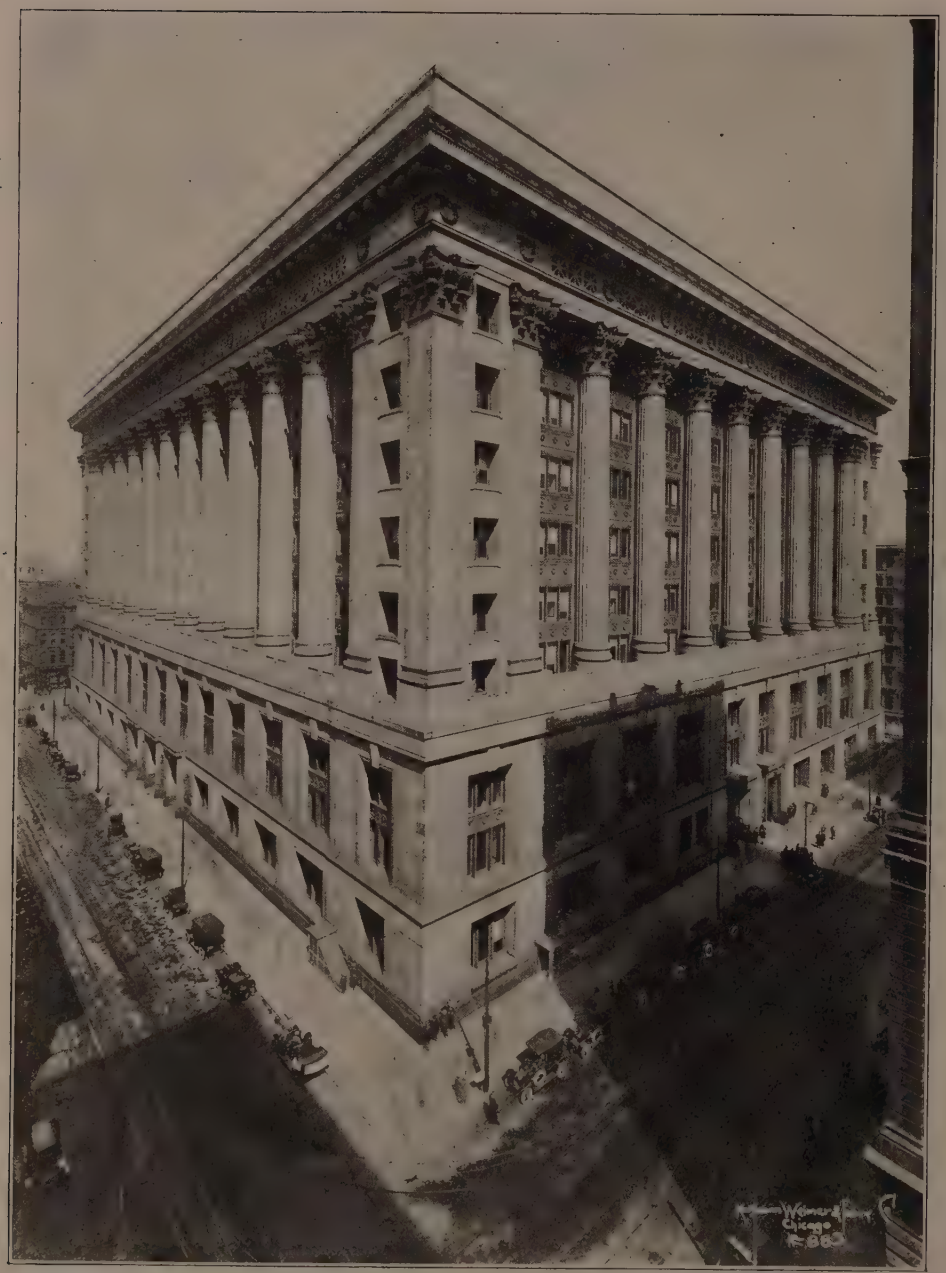
Lewis Institute at Madison and Robey Sts.

Courtesy of James W. Hedenberg

The Women's Home at the northeast corner of Madison and Halsted Streets. This was built in 1868. The president of the home was George W. Gage; the treasurer, J. Young Scammon; secretary, George Scoville. The Executive Committee had as members Philetus Gates, Charles B. Farwell and John M. VanOsdel.

Courtesy of the Chicago Historical Society

The above are believed to be Mr. William Jones' houses, the first homes on Randolph Street, built about 1837. The original is a water color sketch in the Joy Green Series painted for William H. Gale.



The Cook County Court House and the City Hall. Occupying the blocks bounded by Clark, La Salle, Randolph and Washington Streets. This building was completed in 1911.

Inter-State Photo Service

The County Building and City Hall, erected in 1885. This view shows the Corner of Clark and Washington Streets, looking north toward the old Sherman House.

The Triumphal Arch erected in 1898 at La Salle and Washington Streets in honor of the Soldiers and Sailors who took part in the Spanish American War.

Kaufmann & Fabry Photo, 1925

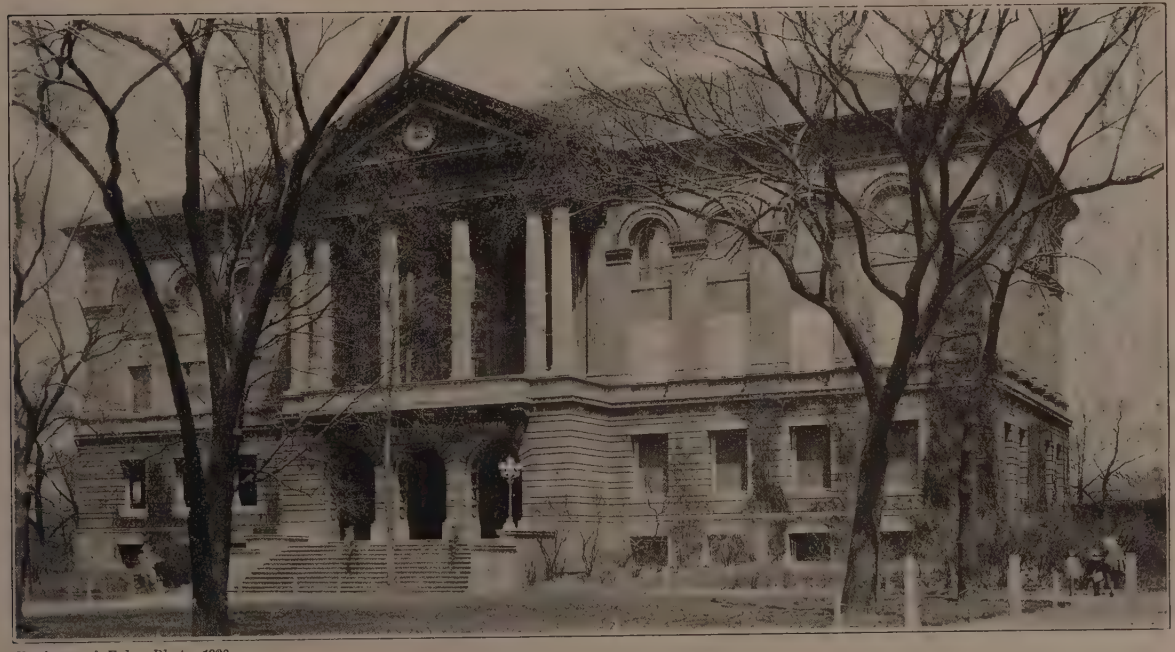
The Chicago Public Library located on Michigan Boulevard between Randolph and Washington Streets. It is on the site of old Dearborn Park.

Kaufmann & Fabry Photo, 1921

The Newberry Library, occupying the entire block bounded by Clark and Oak Streets, Dearborn Avenue, and Walton Place. Directly opposite is Washington Square, one of Chicago's open public parks. It is on the site of the old Mahlon D. Ogden home, the only house on the north side which was not destroyed in the great fire. It was founded through the generosity of Walter L. Newberry.

Kaufmann & Fabry Photo, 1922

The Chicago Historical Society. At the northwest corner of Dearborn and Ontario Streets, built in 1892 and occupied in 1897. This building is the third home of the Society on this site; the first building, erected in 1868, having burned with all its contents, in the fire of 1871.



Kaufmann & Fabry Photo, 1923

Chicago Academy of Sciences, built in 1894, on the west side of Lincoln Park opposite Center Street. Matthew Laflin and his sons, George H. and Lycurgus Laflin furnished most of the funds for the erection of this building. It is known as the Matthew Laflin Memorial.

The Field Columbian Museum. This building was the gift of Marshall Field to Chicago, and took the place of the old Columbian Museum which was the Fine Arts Building at the World's Fair.

The Art Institute of Chicago on Michigan Avenue at the foot of Adams Street. This building was completed in 1893.

The John G. Shedd Aquarium on Grant Park east of the Field Museum of Natural History.

The Buckingham Memorial Fountain, in Grant Park, presented to the city by Miss Kate Buckingham in memory of her brother, Clarence Buckingham, a director of and prominent in the affairs of the Art Institute.

Soldier's Field, the Stadium covering an area of seven acres, and seating a hundred thousand people, It is used for tournaments, military maneuvers, inter-collegiate football games and public receptions. Such widely divergent events as the Dempsey-Tunney boxing match and the Eucharistic Congress were held here.

The Stadium, showing the seating plans for the Dempsey-Tunney championship encounter.

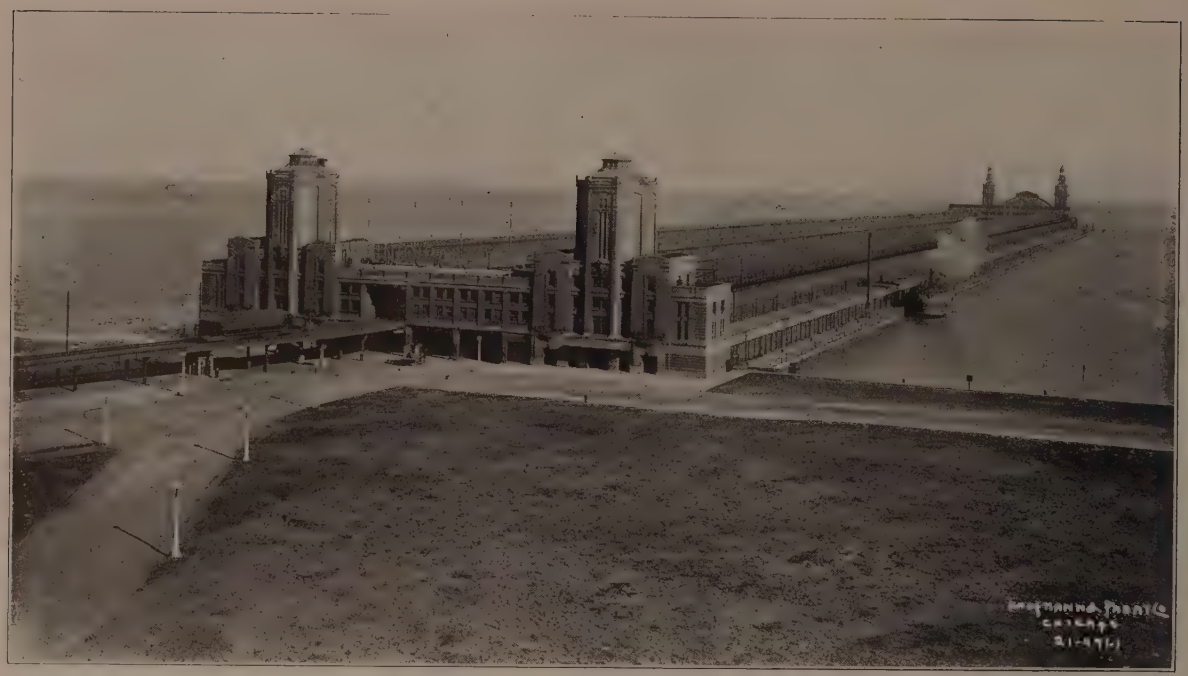
Wm. T. Barnum Photo

The recently demolished Chicago Club (formerly the Art Institute), at the southwest corner of Michigan Boulevard and Van Buren Streets. On this site is now rising the new home of the Chicago Club.

It is east of the Art Institute on Monroe Street. The splendid work done by the members of this organization under the direction of Thomas Wood Stevens is giving Chicago, with the passing years, an enviable reputation in dramatic circles. When in 1925 it was opened it was known as the Goodman Art Theatre. Recently it was changed to the Art Institute of Chicago Civic Repertory Theatre.

Kaufmann & Fabry Photo

The Goodman Memorial Theatre, built in memory of Kenneth Sawyer Goodman.



The Municipal Pier, now called the Navy Pier, at the foot of Grand Avenue. It extends into the lake for three thousand feet and is two hundred and ninety-two feet wide. The east end is constructed for recreation purposes, seating four thousand people. The cost of building was four million dollars. It was started in 1914.

This view shows the recreation end of the pier.

Criminal Court Building and County Jail, corner of Dearborn and Austin Avenue. Built about 1895, and occupied until 1929.

Kaufmann & Fabry Photo

The new building of the Cook County Criminal Court and County Jail. It is located at California Avenue and West Twenty-sixth Street, and first used in March, 1929.

Courtesy Chicago Evening Post

The new thirteen-story Central police station and court building, located at Eleventh and State Streets.

Photo by Kaufmann & Fabry

The First Regiment Armory, home of the One Hundred and Thirty-First Infantry Regiment, Illinois National Guard is located at the northwest corner of Michigan Avenue and Sixteenth Street. Built in 1892. They moved here when they abandoned their old Armory, where the Illinois Theatre now stands.

The new Cook County Hospital Building is located at West Harrison and South Wood Streets.

Courtesy of Mr. Harry Baum

Baum's Pavilion, which occupied the triangular intersection of Twenty-second Street where Indiana and Cottage Grove Avenues meet. It was, in the early eighties, a favorite rendezvous of Chicago's best people, especially on Sundays when Operetta was given with dancing afterward. The food was of the best and many an old time Chicagoan regretted the passing of Baum's when it closed in 1891.

Courtesy of George E. Busse

Busse's Garden which was at Lake Avenue and Fifty-fifth Street. The south side steam dummy, which started at Thirty-ninth Street and Cottage Grove Avenue (the city limits in the early eighties), ran to Busse's carrying Chicagoans who enjoyed a summer garden where good food and steins of beer were to be had. Such places have gone, as they say, into the limbo of things forgotten.

Photo by Steffens

The old Studio of "Commodore" Steffens, who in the eighties and for many years was the photographer of Chicago's leading families. It was on Twenty-second Street near Calumet Avenue.

Kaufmann & Fabry Photo

The Chinese City Hall at Twenty-second Street and Wentworth Avenue.

The old Twenty-second Street Station of the Illinois Central Railroad Company. It was built about fifty years ago.

The widening of Twenty-second Street is shown in this view. Many of the buildings that have been here for fifty years are still standing on the north side of the street. These also, will soon be but a memory.

The Hotel Metropole at the Southwest corner of Michigan Boulevard and Twenty-third Street. On the northwest corner the old Peck residence may be seen.

Copelin & Melander Photo

Immanuel Baptist Church on Michigan Boulevard south of Twenty-third Street. The corner at the right is where the Metropole Hotel, shown above, now stands.

J. W. Taylor Photo

A scene on Michigan Boulevard looking north from Thirty-third Street in the early nineties. At the northwest corner is the old Cudahy mansion occupied for many years, until just recently, by the Chicago Motor Club. No automobiles are seen, just one or two victorias belong to the residents of this once fashionable neighborhood.

Barnum & Barnum Photo

A view of Grand Boulevard looking north from Thirty-fifth Street. This shows some of the crowds returning from the Washington Park race track, and the costumes of both the men and women tell that it was in the early nineties that this photograph was taken.

J. W. Taylor Photo

Where Drexel Boulevard commences and runs south. A view taken in 1892 looking north up Cottage Grove Avenue from Fortieth Street.

J. W. Taylor Photo

A toboggan slide at Drexel Boulevard and Forty-fourth Street, reviving pleasant memories of a long gone day when tobogganing was great fun and the danger of accidents was hardly to be considered. The warming house and the skating-pond at the right could only have added to the pleasure. Times were different in the nineties.

J. W. Taylor Photo

At Drexel Boulevard where it connects with Oakwood Boulevard. The old phaeton house called "The Cottage" where one could hire a phaeton and for twenty-five cents have a beautiful drive through Washington Park.

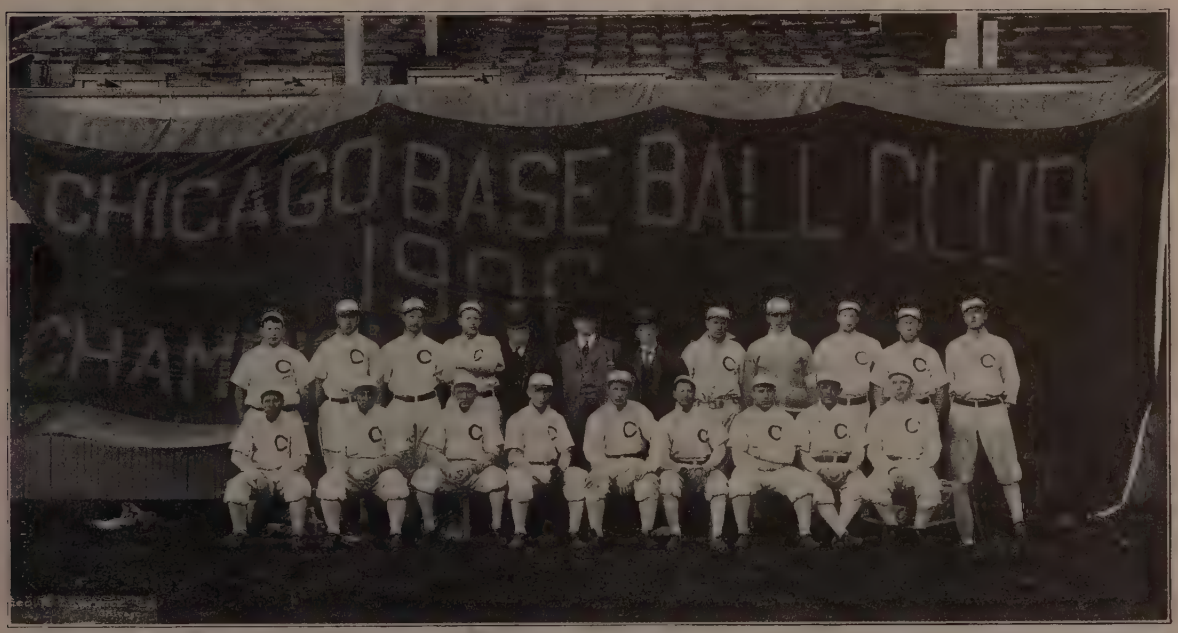
J. W. Taylor Photo

South Congregation Church at the corner of Drexel Boulevard and Fortieth Street. In this picture a funeral parade is seen.

The new building of the Hyde Park Kenwood National Bank. This institution is a merger of the former Hyde Park State Bank, which occupied this same site at the southwest corner of Lake Park Avenue and Fifty-third Street for many years, and the Kenwood State Bank, formerly at Forty-seventh Street and Grand Boulevard.

A view on Lake Avenue, looking north from Forty-ninth Street.

A view of Comiskey Park, the home of the Chicago White Sox, at Thirty-fifth Street and Shields Avenue. It is one of the great baseball parks of the country and is still presided over by the "old Roman" Charles L. Comiskey.



A photograph of the world's champion White Sox of 1906, known as the "hitless wonders." Those in the back row, from left to right, are: Altrock, White, Dougherty, Isbell, Louis Comiskey, Charles Comiskey, Charles Fredericks, Roy Patterson, Ed. Walsh, Le Jeune, Welday and Fiene; and in the front row, from left to right: Hahn, Hart, Sullivan, Rohe, Fielder Jones, Quillan, Smith, McFarland and Davis.

Courtesy of Mrs. Mary Lawson

The Kenwood School at Fiftieth Street and Lake Avenue. This picture was taken in the early eighties.

Courtesy of Mrs. Mary Lawson

In later years the walls of the old school were stuccoed, and the above picture shows the old school after this had been done.

Residence of Judge Van Hollis Higgins was at the corner of Fiftieth Street and Woodlawn Avenue.

The residence of Mr. Benjamin F. Ayer was at the southeast corner of Drevel Avenue and Fifty-second Street.

The Hammitt House, the oldest house in Woodlawn, just north of Sixty-third street.

Courtesy of Miss Harriet Gilchrist

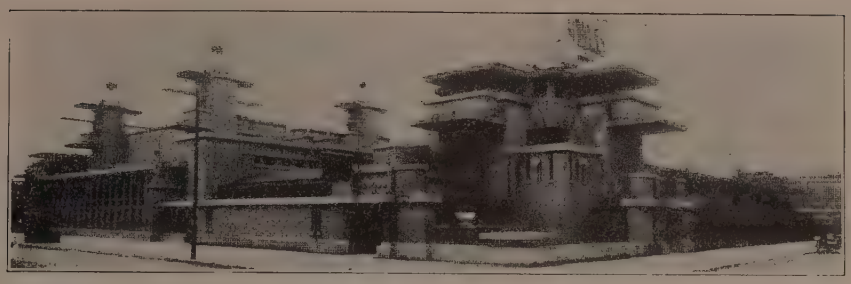
The residence of Dr. S. P. Farrington on the southwest corner of Blackstone Avenue and Fifty-fifth Street. This picture was taken in 1874.

It was at the southwest corner of Fifty-first Street and Jefferson (now Harper) Avenue.

Hyde Park High School, at Stony Island Avenue and Sixty-second Street.

Courtesy of Mrs. Mary Lawson

The residence of Dr. Kennicott at Dorchester Avenue and Forty-eighth Street. In those days Dorchester Avenue was known as Madison Avenue.



Edelweiss Gardens, on the site of the old Sans Souci Park, at the head of the Midway on Cottage Grove Avenue.

J. W. Taylor Photo

The Midway Gardens at Cottage Grove Avenue and Fifty-ninth Street. This was one of Chicago's famous pleasure resorts, where before prohibition, Chicagoans came to dine, dance and while away the summer evenings. This photograph was taken in 1914.

Kaufmann & Fabry Photo, 1921

A view of the Chicago Beach Hotel, at Hyde Park Boulevard. Taken in 1911, showing the old and first Chicago Beach Hotel, which was torn down in 1927.

The Illinois Central viaduct across Hyde Park Boulevard, showing the old Chicago Beach Hotel, torn down in 1927, and the new hotel at the extreme east end.

Courtesy of Mrs. Mary Lawson

The old Hyde Park Hotel—built by Paul Cornell in 1858. It was a favorite resort of the élite. During the summer of 1865 Mrs. Abraham Lincoln, with Robert and Tad, stopped here. This photograph was taken in 1859. It was under the management of Pierce and Benjamin from 1874 to 1878. It was burned in 1879. The Sisson Hotel now stands on this site.

Courtesy of Mrs. Mary Lawson

The Hyde Park Boat Club. It was east of Hyde Park Boulevard at the lake. Built in 1885.

Bournique's Dancing Academy, which was located at 315 East Twenty-third Street. It was presided over by Mr. and Mrs. Augustus Bournique. Chicago's oldest and best families sent their sons and daughters here, and many brilliant social affairs were held in this well remembered place.

The first Church of Christ on Drexel Boulevard and Fortieth Street. This is one of the most beautiful structures in Chicago devoted to Christian Science.

Jackson Photo

A picture of the crowd on Chicago Day, October 9, 1893, at the World's Columbian Exposition. It is unique but a fact that even after a lapse of thirty-six years it is still a record that has not been broken of 756,000 people having been inside of one inclosure for a particular celebration.

Jackson Photo

A view on the Midway Plaisance looking north toward the Ferris Wheel. This picture was taken from a point where the Java Village stood. Nothing today is left to remind one of that colorful thoroughfare which must ever bring back delightful memories to Chicagoans who were privileged to have seen the World's Fair of 1893.

The Hotel Del Prado at the eastern end of the Midway Plaisance at Blackstone Avenue which was built in 1891 with a view to taking care of World's Fair visitors and intended as a temporary undertaking. The location, the splendid management and the appeal it made to many Chicagoans who desired permanent quarters in this part of the city led the owners to continue in active operation, and it has ever since that time remained a residential hotel for many old Chicago families.

Barnum & Barnum Photo

The Midway Plaisance connecting Washington and Jackson Parks. Memories of the World's Columbian Exposition in 1893 must bring to mind the change in its appearance since the time when it functioned as the pleasure thoroughfare of the Exposition days.

The Convent of La Rabida and the Columbus Caravels.

The beach in Jackson Park, showing what was the German Government Building at the World's Columbian Exposition in 1893. This stood until 1926, and was used as a refectory until destroyed by fire.

The Refectory at Washington Park.

Barnum & Barnum Photo

A view in Jackson Park in the days when the "high bicycle" had its vogue. This picture was taken in the eighties. The heavy trees and shrubery had not yet been removed to make way for the World's Columbian Exposition buildings.

J. W. Taylor Photo

Another view in Jackson Park. The Refectory, used as the Iowa State Building during the World's Fair, may be seen at the left. The style of the ladies' apparel tells that this picture was the period of the middle eighties.

Kaufmann & Fabry Photo

The Bathing Beach at Jackson Park. This picture, taken in 1921, shows that on a hot summer day it was popular then as it is now.

Copelin Photo

The South Park Station of the Illinois Central Railroad in the early nineties. The white building on the west side of the station was the "cable car" waiting room.

Kaufmann & Fabry Photo

A bird's-eye view of the University of Chicago first opened in 1892, showing the cluster of buildings which form the University proper. Looking north one may see Stagg Field, and the individual buildings are shown on the following pages.

Chicago Architectural Photographing Co.

The new medical unit of the University of Chicago which is a part of the plan of making Chicago the "medical capitol of the world." Seven million dollars represents the building fund and the endowment fund amounts to thirteen million dollars.

Photo 1925

The Harper Memorial at the Chicago University.

Photo 1921

The Women's Dormitories at the Chicago University.

Photo 1921

Kent and Ryerson Halls at the Chicago University.

Photo 1925

Mitchell Tower and Leon Mandel Hall at the University.

Photo 1925

Hutchinson Commons at the Chicago University.

Photo 1925

Rosenwald Hall at the Chicago University.

Photo 1921

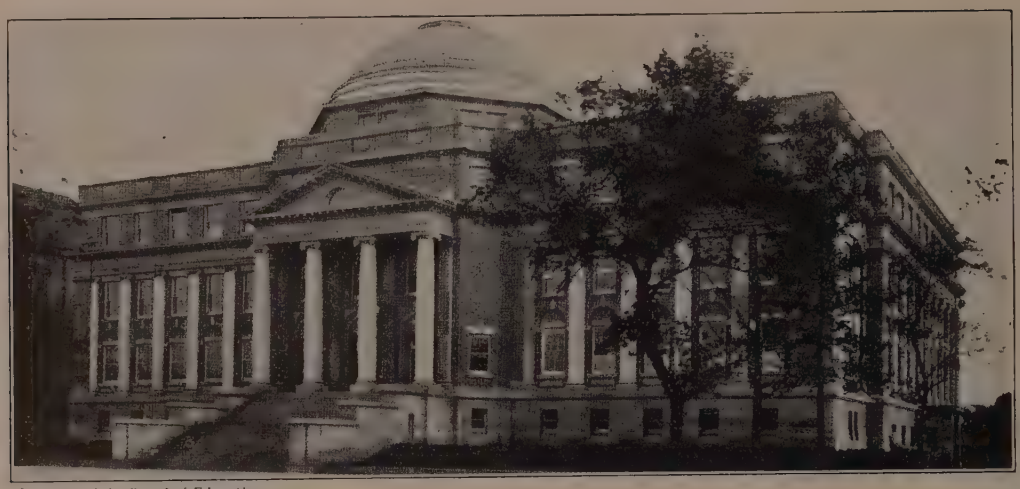
Law School and Harper Library at the Chicago University.

Photo 1928

The new Chapel at the Chicago University.

The South Shore Country Club, located at South Shore Drive and Seventy-fifth Street, beautifully located overlooking Lake Michigan. The club was opened in 1915.

Sixty-third and South Park Avenue as it looked when the south side "L" was built in 1892.



Courtesy of the Board of Education

The Teacher's College at Sixty-eighth Street and Stewart Avenue.

Courtesy of the Board of Education

The Wendell Phillips High School at Pershing Road and Prairie Avenue.

Courtesy of the Board of Education

Oakland School at Fortieth Street, near Cottage Grove Avenue.

The Moseley School at the northwest corner of Twenty-fourth Street and Michigan Avenue built in 1856.

The Haven School at Wabash Avenue and Fifteenth Street.

South Division High School at the Southwest corner of Wabash Avenue and Twenty-sixth Street. It was erected in 1884.

The old Scammon School, now used as a warehouse by the Board of Education.

The Madison Park Apartment Hotel at the northwest corner of Hyde Park Boulevard and Dorchester Avenue. It was opened in February, 1920, and was the first of the kitchenette apartments on the south side.

Chicago Architectural Photographing Company

The Piccadilly Hotel and moving picture theatre at the southeast corner of Hyde Park Boulevard and Blackstone Avenue, opened in the fall of 1926.

Chicago Architectural Photographing Company

The Fairfax Apartment Hotel at the southwest corner of Hyde Park Boulevard and Dorchester Avenue opened in 1926.

Kaufmann & Fabry Photo

The Sisson and Cooper-Carlton Hotels which were opened in 1918. The Cooper-Carlton is at the southeast corner of Hyde Park Boulevard and Fifty-third Street and the Sisson just to the east. Both are on the site where stood the original Hyde Park Hotel, built by Paul Cornell in 1858.

Chicago Architectural Photographing Company

The Shoreland Hotel situated on the Lake near Fifty-fifth St. It was opened in 1926.

The Hotel Carolan, at 5480 Cornell Avenue.

The Hotel Southmoor, at Stony Island Avenue and Sixty-seventh Street.

The Hotel Windermere (east) at Fifty-sixth Street and East End Avenue.

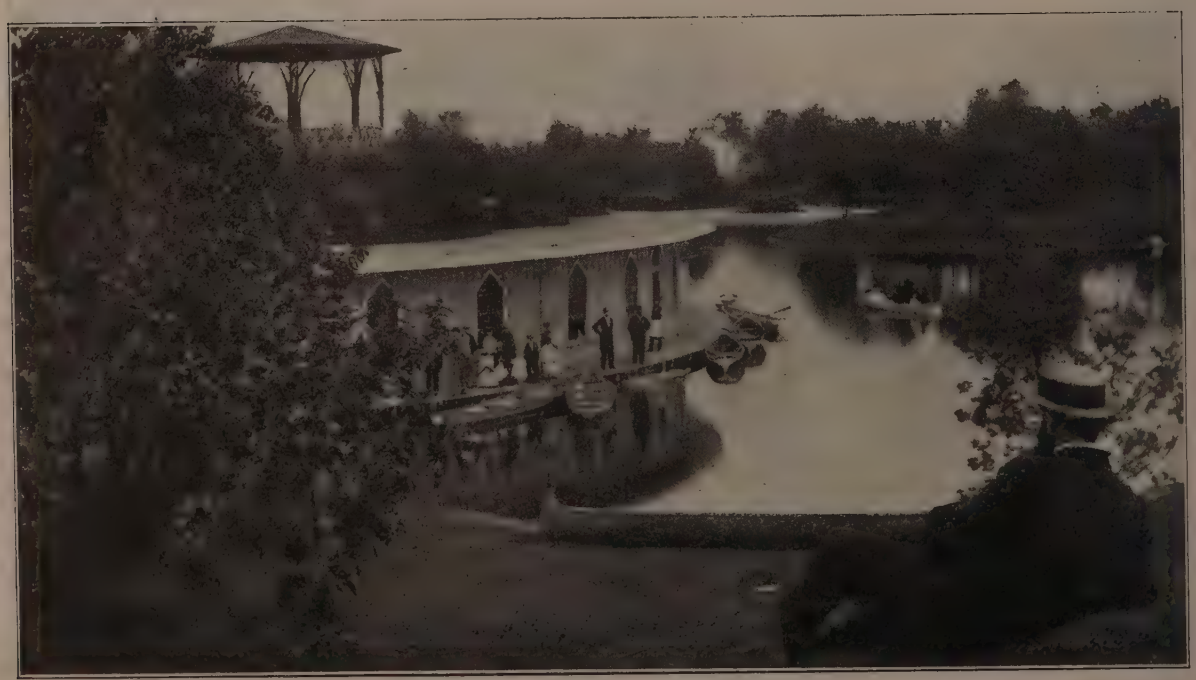
The Hotel Windermere (west). This is the original Windermere on Fifty-sixth Street and Cornell Avenue.

From a Stereoscopic View by Copelin and Meiander

The above photograph was taken on March 25, 1867, the occasion being the laying of the corner stone of the new Water Tower. On the same day the water was first let into the tunnel. On the twentieth of July the water was let into the new pump well. Across Pierson Street on the north is the Columbian Brewery and Malt House, built by J. J. Sands in 1855.

Barnum & Barnum Photo

The old Boat House at Lincoln Park.



Look-out Mountain at Lincoln Park.

The Potter Palmer "Castle" on the Lake Shore Drive between Banks and Schiller Streets.

At the northeast corner of Erie and Cass Streets is the palatial residence of the late S. M. Nickerson. On the northwest corner stood the residence of the late H. H. Porter, now demolished.

The home of the late Charles B. Farwell on Pearson Street just west of Michigan Avenue. At the right is the home of the late John V. Farwell.

On the Lake Shore Drive north of Schiller Street there stood until 1928 these pleasant residences occupied at one period by H. G. Selfridge and the late H. H. Kohlsaat.

An old picture of the Lake Shore Drive on the eastern boundary of Lincoln Park.

The old Casino Club on Delaware Place, just east of North Michigan Boulevard, has given way to the new building, a few doors east.

A view of the Saddle and Cycle Club, located at Foster Avenue and the Lake.

For many years the Plaza Hotel at the southwest corner of Clark Street and North Avenue has housed well known Chicagoans, who still make it a permanent home.

The once popular Bismarck Garden, later the Marigold Garden at North Clark and Grace Street is now a place of memories.

The Relic House, built soon after the great fire with blocks of molten iron, glass, china, etc., was for nearly sixty years a picturesque and popular beer garden and restaurant. It was on the sharp corner formed by the junction of Clark Street and North Park Avenue, just north of Center Street. Henry Schoellkopf bought a lot in this block in 1848.

Bush Temple of Music Building, on the northwest corner of Clark Street and Chicago Avenue. The Bush Conservatory in its day graduated many fine musicians and after the temple was built, it was here that the German Theatre company, which for many years played at Hooley's, found a permanent home.

The North Side Turner Halle, on the west side of Clark Street, just north of Chicago Avenue. It was built in 1872 and for over fifty years was famous for its concerts, musical festivals, its food and drink, and for thousands of north siders of German extraction, many fond memories cluster around this place.

A pastoral scene near the corner of Broadway and Wilson in 1900 when the "L" first began operation to Wilson Avenue. The residence shown with the cow grazing in the pasture was located just north of the present Arcadia Hall some 200 feet south of Wilson Avenue.

Sheridan Road as it appeared at the time the "L" was being built in 1899. The thirty years that have passed since then have created vast changes in this district.

Montrose and Broadway in 1879 showing the foundations for the "L" columns.

View of Lawrence and Kimball Avenues when the "L" was extended to that point in 1909.

Courtesy of Britton I. Budd

Oak Park Station of the Chicago Harlem and Batavia Railroad, better known as the old "dummy" line. This little frame depot stood on the south side of Division Street (now Randolph) about one hundred and fifty feet east of Wisconsin Avenue. The "dummy" line extended from West Fortieth Street to the cemeteries in Harlem (now Forest Park). In the winter of 1885, the "dummy" tracks were snowed under for six weeks, the road being completely tied up. This photograph was taken about 1885.

The Rainbow Gardens, in recent years a favorite summer garden, also a winter place of entertainment. It is located at 4834 North Clark Street.

Photo by Kaufmann & Fabry Company

The Wilson Avenue Business District in 1927, looking east from Broadway. The Sheridan Plaza Hotel is shown at the northeast corner of Wilson Avenue and Sheridan Road.

Courtesy of the Chicago Historical Society

Sunnyside, the "high-toned" road-house of Lake View, located at North Clark Street and Montrose Boulevard, remembered only by pioneer Chicagoans.

Kaufmann & Fabry Photo

A scene at Clarendon Beach in 1928.

Kaufmann & Fabry Photo

The Beach at Lincoln Park in 1928.

The old National League Baseball Park on the west side. It was at Polk and Loomis Streets.

The New Cub's Ball Park, on the north side, at Clark and Addison Streets.

The Sheridan-Brompton Apartment Hotel at 3520 Sheridan Road.

The Hotel Copeland at 5009 Sheridan Road.

The Virginia Hotel at Rush and Ohio Streets.

The Hotel Pearson at 190 East Pearson Street.

The Hotel Belmont at 3156 Sheridan Road.

The Belden-Stratford Hotel is located at 2300 Lincoln Parkway.

The Hotel Ambassador is located at State and Goethe Streets.

The Shoreham Hotel, was formerly the St. Giles and is located at 3318 Sheridan Road.

The Commonwealth Hotel is located at Pine Grove Avenue and Diversey Parkway.

The Nicholas Senn High School at Glenwood and Ardmore Avenues, erected in 1912.

The Crane Technical High School and Junior College, located at Jackson and Oakley Boulevards. Erected in 1922.

Flower Technical High School, named in honor of Lucy Louisa Flower. It is located at North Central Park Avenue and Fulton Street. Erected in 1927.

The Second Rush Medical College.

The old Cook County Hospital Buildings, at West Harrison and Wood Sts.

St. Luke's Hospital, on Michigan Boulevard and Fourteenth Street.

Mercy Hospital, located at Calumet Avenue and Twenty-sixth Street.

Marine Hospital on Clarendon Ave.

The original Michael Reese Hospital, at Twenty-ninth Street and Groveland Avenue. Erected in 1880 and torn down in 1906.

The new Michael Reese Hospital, on the original site. Erected 1907.

The new home of the Women's and Children's Hospital of Chicago at the corner of Ashland and Maypole Boulevards was opened for service in 1929 and adds another chapter to the history of progress of women in medicine and surgery.

The Dr. Mary Thompson Hospital for Women and Children was erected at 1712 West Adams Street, through the efforts of Dr. Thompson, in 1885, and for forty-three years its great work was carried on here. The first home of the hospital was built in 1869 at Rush and Indiana Streets.

Kaufmann & Fabry Photo

The Medinah Temple, at Cass, Ohio and Ontario Streets.

Kaufmann & Fabry Photo

The Chicago Riding Club, located on East Ontario Street and McClurg Court.

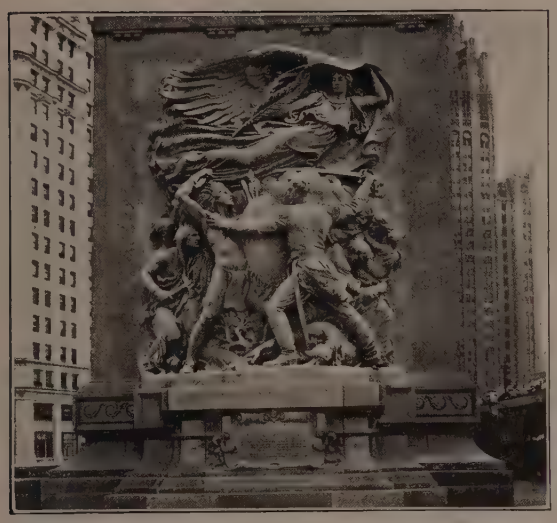
The Edgewater Beach Hotel opened in June, 1916.

Looking east on Bryn Mawr Avenue at California Avenue. This part of Chicago is called Budlong Woods, a section developed by Wm. H. Britigan. It is being rapidly built up with large high class buildings. In the distance can be seen the Edgewater Beach Apartments.

Kaufmann & Fabry Photo, 1921

A typical summer day at the Oak Street Beach, with the Drake Hotel in the background.

The Armory of the One Hundred and Twenty-second Field Artillery Regiment, Illinois National Guard. It is located at 234 East Chicago Avenue.



One of the Reliefs on the approach to the Michigan Boulevard Link Bridge. Erected 1928. The inscription on the tablet is as follows: "Fort Dearborn stood almost on this spot. After an heroic defense in 1812, the Garrison, together with women and children was forced to evacuate the Fort. Led forth by Captain Wells they were brutally massacred by the Indians. They will be cherished as martyrs in our early history."

One of the Reliefs on the approach to the Michigan Boulevard Link Bridge. Erected 1928. The inscription on the tablet is as follows: "The Discoverers." "Joliet, Father Marquette, La Salle and Tonti will live in American history as fearless explorers who made their way through the Great Lakes and across this water-shed to the Mississippi in the late seventeenth century, and typify the spirit of brave adventure which has always been firmly planted in the character of the Middle West."

One of the Reliefs on the approach to the Michigan Boulevard Link Bridge. Erected 1928. The inscription on the tablet is as follows: "The Pioneers." "John Kinzie, fur trader, settled near this spot in the early days of the nineteenth century. One of a band of courageous pioneers who with their lives at stake struggled through the wilderness breaking soil for the seeds of a future civilization."

One of the Reliefs on the approach to the Michigan Boulevard Link Bridge. Erected in 1928. The inscription on the tablet is as follows: "Regeneration." "The Great Fire in October, eighteen hundred and seventy-one devastated the city. From its ashes the people of Chicago caused a new and greater city to rise, imbued with that indomitable spirit and energy by which they have ever been guided."

The Elks' Memorial, located at Diversey Boulevard and Lakeview Avenue. It was erected as a memorial to their members who died in the world war. It houses the offices of the National organization.

The statue of Alexander von Humboldt by Felix Garling, in Humboldt Park. It was unveiled in 1892.

The statue of Hans Christian Andersen, by Gelert, in Lincoln Park. It was unveiled in 1896.

The statue of the Republic in Jackson Park, commemorating the World's Columbian Exposition. It stands on the site of the Administration building.

The Theodore Thomas Memorial, by Albin Polasek. It is in Grant Park, facing Orchestra Hall.

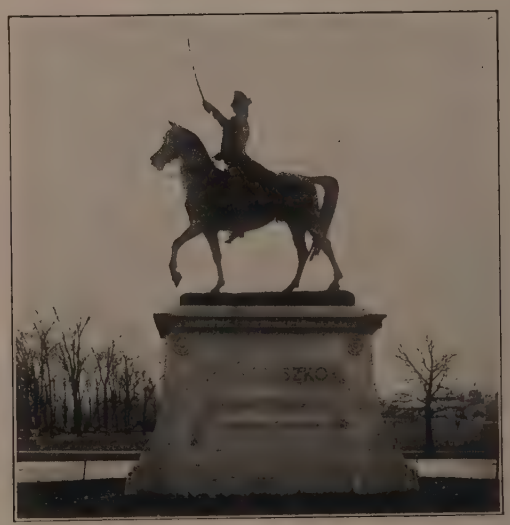
The Illinois Centennial Monument, commemorating one hundred years of Illinois' Statehood. It stands in Logan Square.

The Haymarket Monument, erected to the memory of the Policemen, who lost their lives in the Haymarket riot. It originally stood in Haymarket Square. It now stands in Union Park.

The statue of Abraham Lincoln, by Augustus St. Gaudens. It stands in Lincoln Park and was unveiled in 1887.

The Eugene Field Monument in Lincoln Park, was unveiled in 1923.

The Goethe Monument in Lincoln Park.



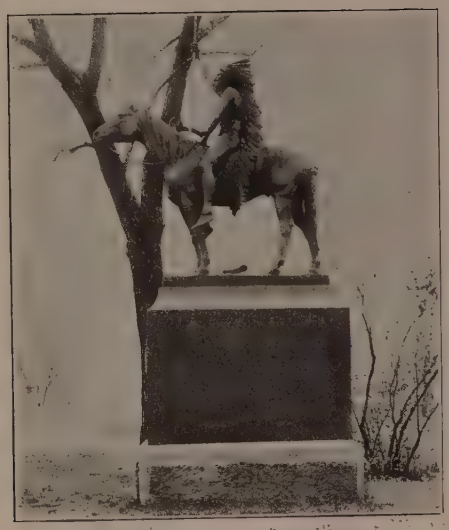
The Kosciuszko Monument, by Alexander Chodzinski. It stands in Humboldt Park.

The statue of General John A. Logan in Grant Park. Augustus St. Gaudens was the sculptor.

The McKinley Monument, unveiled in 1905. It stands in McKinley Park. The sculptor was Chas. J. Mulligan.

The John F. Finerty Memorial in Garfield Park. Unveiled in 1914.

The Linne Monument, by C. T. Dyjerman. It stands in Lincoln Park and was unveiled in 1891.



The Peace Signal, Lincoln Park.

This monument, at South Robey Street and the river, commemorates the landing of Marquette and Joliet.

The monument of Gen. Philip H. Sheridan in Lincoln Park, near the Belmont Hotel. It depicts him in his famous ride.

The La Salle Monument in Lincoln Park.

Kaufmann & Fabry Photo

A view in 1921 of the corner of Michigan Avenue and Van Buren Street, showing the McCormick Building at the northwest corner and the Chicago Club, recently demolished to make way for the new building, at the southwest corner.

A view, taken in 1925, from Grant Park, showing the McCormick Building, the Straus Building and the Railway Exchange Building.

A view of the Monroe Building, at the southwest corner of Michigan Avenue and Monroe Street. Orchestra Hall, the Lake View Building and a part of the Peoples Gas Building are seen, just south of the Monroe Building.

The great tower that is to take the place of the first steel skyscraper. "No. 1 North La Salle Street," from the architect's drawing. Its contract cost is $8,000,000 and it will stand on the site of the Tacoma building, rising 550 feet above Madison and La Salle Streets.

Chicago Architectural Photographing Company

The new home of the Medinah Athletic Club at North Michigan Avenue and Illinois Street. This beautiful eight million dollar building is one of the hallmarks of Chicago's beauty.

Chicago Architectural Photographing Co.

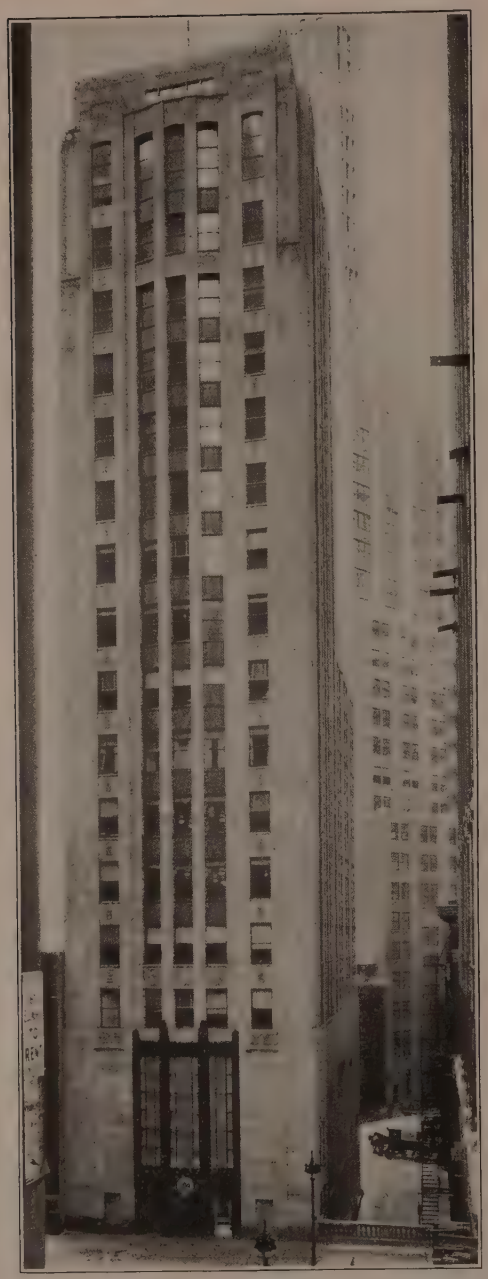
The new Willoughby Tower, at the southwest corner of Michigan Avenue and Madison Street, nearing completion, with the Chicago Athletic Club, next door to the south.

The recently constructed Carbon and Carbide Building at the southwest corner of Michigan Boulevard and South Water Street.

The Columbus Memorial Building, at the southeast corner of State and Washington Streets. This building was erected in 1892.

The Harvester Building at the southwest corner of Michigan Avenue and Harrison Street. The general offices of the International Harvester Works occupy most of the building.

The new offices of De Paul University, on the north side of Lake Street, between Michigan Boulevard and Wabash Avenue.



The new building of the Chicago Motor Club located at 66 East South Water Street. The club for many years occupied the old Cudahy mansion at Thirty-third Street and Michigan Avenue, but with its membership of over fifty thousand it found these quarters too small and erected this beautiful new home which was completed in the latter part of 1928.

Chicago Architectural Photographing Co.

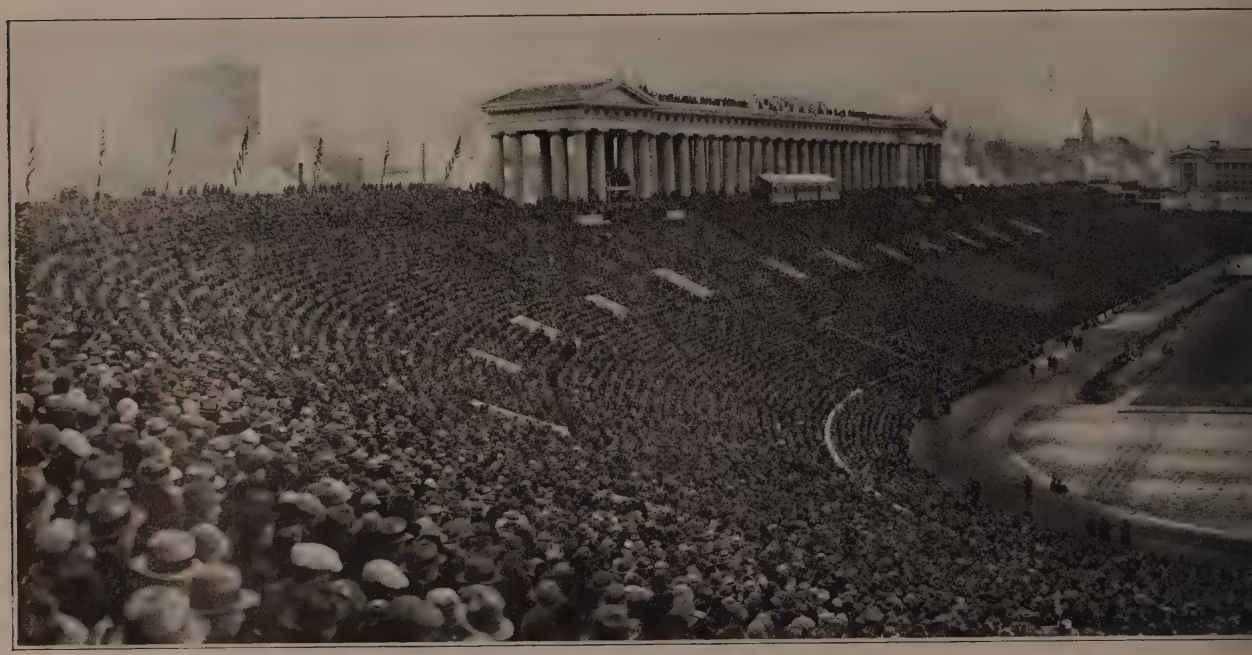
The home of the Illinois Woman's Athletic Club on Tower Court and Pearson Street. It was erected in 1927.

Kaufmann & Fabry Company

The American Furniture Mart, located at 666 Lake Shore Drive. This is the largest building in the world devoted exclusively to furniture and furniture displays. It has sixteen stories, embracing over 30 acres of floor space.

Chicago Architectural Photographing Company

The McKinlock Campus of Northwestern University, at Chicago Avenue and Fairbanks Ct.



The Stadium and Soldiers Field on the

The Chicago Coliseum, at Fifteenth Street and Wabash Avenue, with the North Hall addition, the due to the enthusiasm and support of the late Charles F. Gunther. Its s

Army and Navy Football Game in 1926.

on the former site of Grace Episcopal Church. The building of this historic structure was largely hicago's premier convention center is due mainly to its director Charles R. Hall.

Photo by Kaufmann & Fabry Company

The North American Building at the northwest corner of State and Monroe Streets. Just west of it the Majestic Theatre Building. Photo taken in 1922.

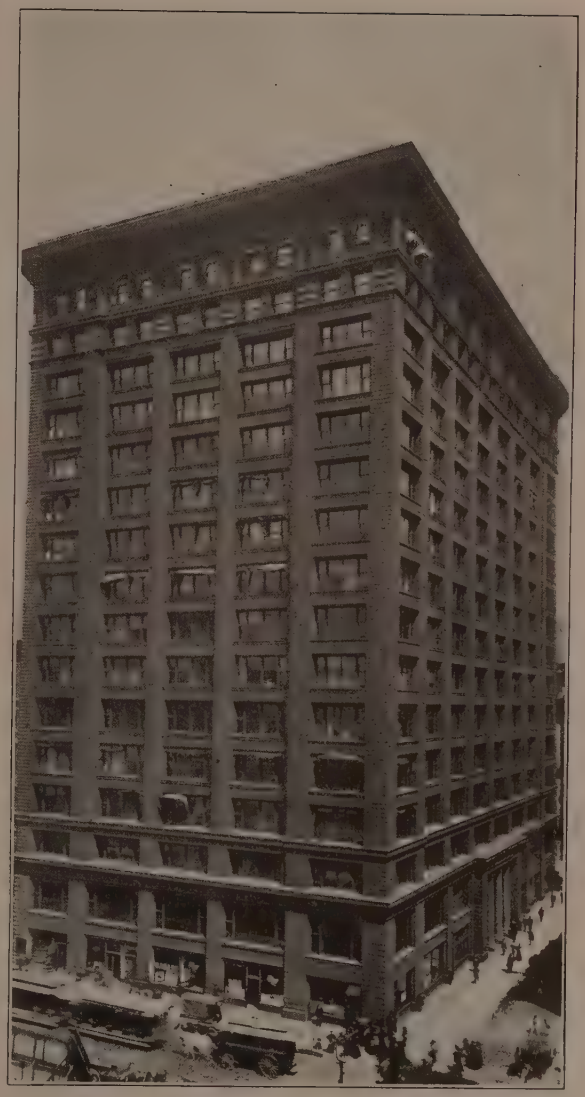
The "Boston Store," at the northwest corner of State and Madison Streets, significant of the advance made by this establishment since its modest beginning.

The original Masonic Temple, one of the first skyscrapers, built just before the World's Columbian Exposition. This famous structure is now known as the Capitol Building. The northeast corner of State and Randolph Streets would seem strange without it.

The Kimball Building, at the southwest corner of Wabash Avenue and Jackson Boulevard. It was built by the W. W. Kimball Co., to house their offices and show rooms and also houses Kimball Hall, and studios of well known artists and teachers. It was built in 1916, replacing the former Kimball building.

The Lytton Building, located at the northeast corner of State Street and Jackson Boulevard. It is occupied mainly by the establishment of H. C. Lytton & Sons, and formerly famous as "The Hub." Originally this firm occupied a four-story structure, directly opposite, at the northwest corner.

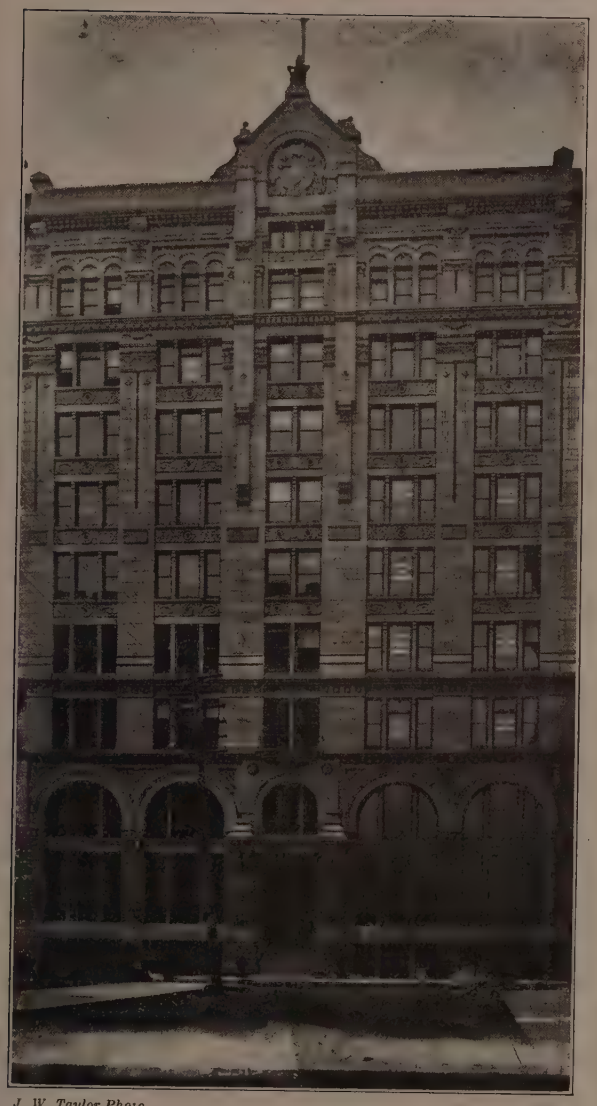
The Century Building, at the southwest corner of State and Adams Streets, with the Consumers' Building, showing just south at the corner of Quincy Street.



The Marquette Building, at the northwest corner of Dearborn and Adams Streets. The historic incidents connected with Chicago's history, depicted on the Mosaic tilings in the entrance lobby are extremely interesting.

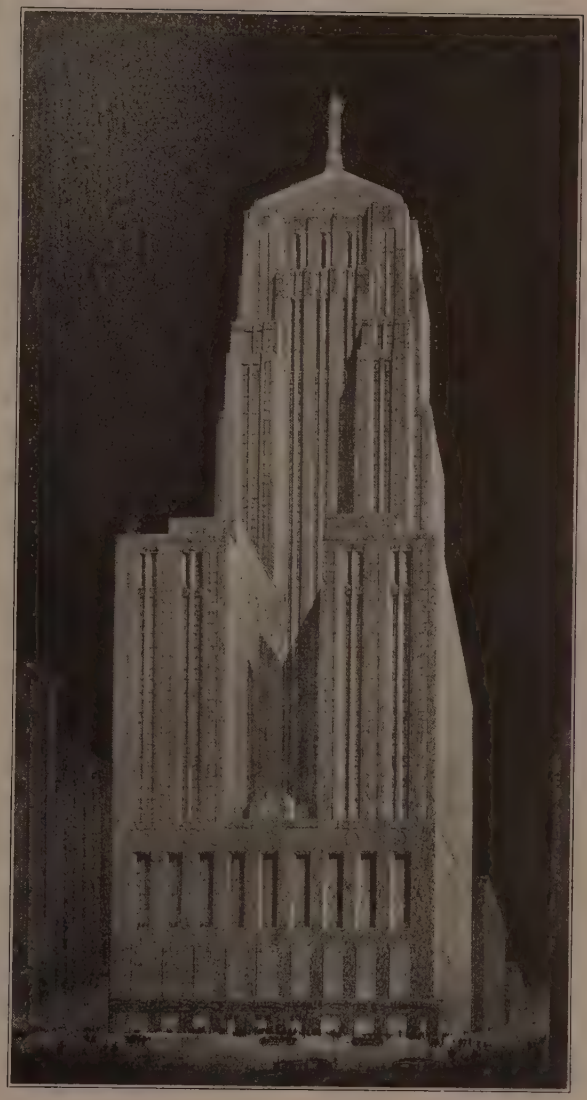
J. W. Taylor Photo

At the southwest corner of Jackson and Clark Streets is the F. C. Austin Building, originally the Phoenix Building, later the Western Union Building. The old firm of Bartlett Frazier & Company have had their offices here for many years. The Board of Trade Building is shown before the tower had been removed in the late eighties.



J. W. Taylor Photo

The Royal Insurance Building was at Jackson Boulevard, opposite the Board of Trade. It was erected in 1885 for the Royal Insurance Co. of Liverpool, England, and remodelled in 1897.



The new home of the Chicago Board of Trade, now in the process of erection and which will be completed in 1930.

The Manhattan Building, located on the east side of Dearborn Street between Harrison and Van Buren Streets.

The Indian Building, located at the southeast corner of Monroe and Wells Streets.

The Transportation Building, located on the west side of Dearborn Street from Harrison Street to Polk Street, like a monolith dominates this section just outside the loop.

The Monadnock Bui'ding, for many years the largest office building in the world. Situated on the block bounded by Dearborn Street, Federal Street, Jackson Boulevard and Van Buren Street is one of the loop's most prominent landmarks.

The Reliance Building, located at the southwest corner of State and Washington Streets. Before the fire the First National Bank was at this corner.

Kaufmann & Fabry Photo, 1923

The northeast corner of Wabash Avenue and Jackson Street. On this site in the sixties was the old skating rink and afterwards the Wellington Hotel.

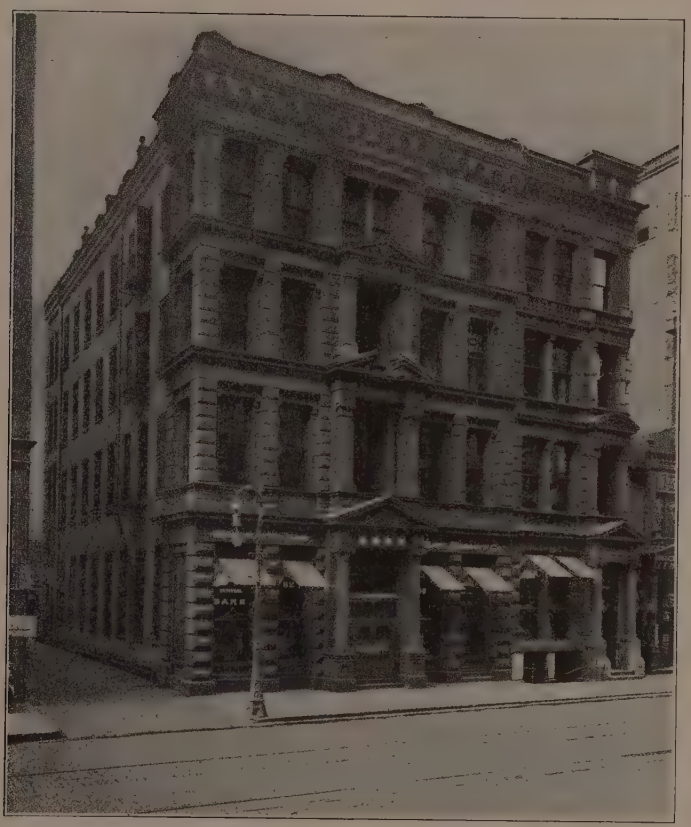
Kaufmann & Fabry Co. Photo

The Banker's Building, on the southwest corner of Clark and Adams Streets. The Banker's Club occupy beautiful club rooms in the tower. The old Lakeside building formerly stood on this corner.

Courtesy of Karl M. Vitzthum

The structure erected by the Midland Club on the north side of Adams Street west of La Salle Street. This is one of the latest additions to the numerous beautiful club buildings recently erected in the loop district.

First brick block erected in the burned district after the Chicago fire of 1871. Builders began to remove the debris on October 16, 1871, and this block was completed and occupied on December 16, 1871. In its babyhood the Illinois Trust & Savings Bank, the forerunner of the present Continental-Illinois Bank, occupied this modest building.



The Merchants National Bank was organized in 1864 by William Blair. The building shown here was on the west side of Clark Street between Washington and Randolph Sts.

The Illinois Merchants Bank Building, which was erected on the northwest corner of Jackson Boulevard and Clark Street, on the site of the old Grand Pacific Hotel. Since the consolidation of this bank with the Continental and Commercial National Bank, it has become the Continental-Illinois Bank Building.

The Federal Reserve Bank at the corner of LaSalle Street and Jackson Boulevard. The bank opened its doors for business on Nov. 16, 1914, first occupying two floors of the Rector Building at Clark and Monroe Streets, later taking on additional space in that and other buildings, where for several years the constantly increasing volume of operations was carried on. In April, 1922, the present structure was completed and occupied.

The Bell Telephone Company's Building, located at the northwest corner of Washington and Franklin Streets prior to the erection of their new structure which occupies the better part of the block.

The Edison Building, at the northeast corner of Clark and Adams Streets, housing the executive offices and city salesrooms of the Commonwealth Edison Co.

The Standard Trust Building at the northwest corner of Clark and Adams Streets houses the City Ticket Offices of the Chicago and North Western Railroad Company.

The Hotel Sherman, including its most recent addition, occupying the historic site of the original City Hotel and the succeeding Sherman Houses.

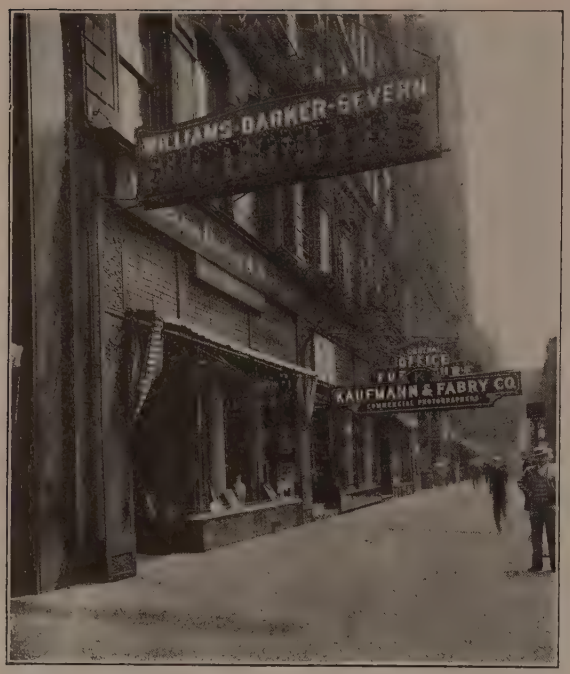
Kaufmann & Fabry Photo, 1927

The magnificent skyline of Chicago from the Hotel Stevens on the south, to the Tribune Tower o an alluring st

A bird's-eye view of Michigan Avenue, showing as far

th. It is an ever changing panorama and what this vista will show in another fifty years, will be other historians.

he Standard Oil Building and north as far as Van Buren Street.



Kaufmann & Fabry Photo

Looking south on Wabash Avenue from the block between Van Buren and Congress Streets.

Kaufmann, Weimer & Fabry Photo

The Hearst Building on the northwest corner of Market and Madison Streets.

Barnum & Barnum Photo

The former home of the First National Bank at the northwest corner of Dearborn and Monroe Streets. Dunlap Smith & Co. and Capper & Capper occupied quarters on the street level and at the left was the Montauk Block. This building was replaced by the present First National Bank Building.

The First National Bank Building, at the northwest corner of Dearborn and Monroe Streets.

The building of the old Dearborn State Bank at the northeast corner of Wabash Avenue and Lake Street.

The southwest corner of Monroe and La Salle Streets before the new Borland Block replaced the building shown at the corner.

The Borland Block, located at the southeast corner of Monroe and La Salle Streets which replaced the building shown in the upper lefthand picture. Across the street on the northeast corner may be seen part of the New York Life Building.

When the Inter Ocean moved from its building at Madison and Dearborn Streets this classic appearing structure was built on the south side of Monroe Street west of Dearborn on the site of the old Columbia Theatre. When they suspended publication it was remodelled into a moving picture house, the Monroe Treatre.

J. W. Taylor Photo

The Hartford Building at the southwest corner of Dearborn and Monroe Streets before the new addition was built. The building on the site of the present Hamilton Club and the old First National Bank Building are shown at the left.

Dearborn Street, at Washington, in the later eighties, when cable cars and horse drawn vehicles disputed the right of way. The old Portland Block is at the southeast corner. At the northeast corner is the McCarthy Building.

The Tribune Building, at the southeast corner of Dearborn and Madison Streets, is on the site of the old structure built immediately after the fire. It is now known as the Union Trust Building.

Kaufmann & Fabry Photo

The Elk's Club, located at 174 West Washington Street. This building houses the club rooms and the living quarters.

Copelin Photo

The building of the Chicago Title and Trust Company, located at 69 West Washington Street.

I. W. Taylor Photo

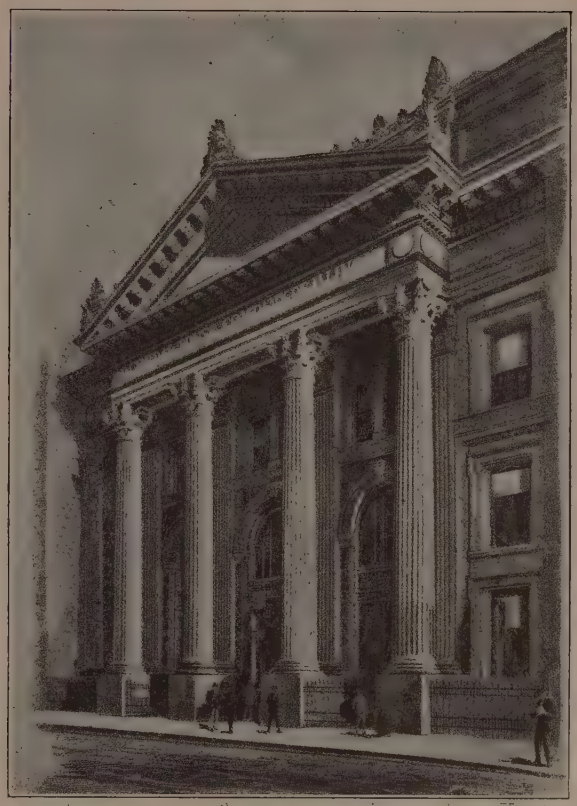
The Oxford Building which was located on the west side of La Salle Street between Washington and Randolph Streets.

The west side of Dearborn Street, between Monroe and Madison. The tall building is the Boyce Building, next to the left, the former Press Club.

The Delaware Building at the northeast corner of Randolph and Dearborn Streets. This was formerly the Real Estate Board Building.

Barnum & Barnum Photo

The Otis Building located at the southwest corner of La Salle and Madison Streets. The Chicago Association of Commerce have their headquarters in this building.



The home of the Central Trust Company of Illinois until 1929. Located on Monroe Street near La Salle.

The Reaper Block, at the northeast corner of Clark and Washington Streets. So-called for having been erected by the McCormick interests.

The Major Block, at the southeast corner of La Salle and Madison Streets, where now the Roanoke Building stands. This building was erected right after the fire. At the right is the Y. M. C. A. building.

Kaufmann & Fabry Photo

The New Morrison Hotel at the southeast corner of Clark and Madison Streets with its forty-two story tower, is on the site of the old Morrison Hotel and the famous Boston Oyster House. Where the latter served its patrons for many years is now Terrace Garden.

Kaufmann & Fabry Photo

The Temple, located at the southeast corner of Clark and Washington Streets. The cornerstone was laid on November 5, 1922. This magnificent structure is on the site of the first Methodist Episcopal Church, and its members hold their services in the house of worship that is an important part of this structure.

The Cunard Building at the southwest corner of Randolph and Dearborn Streets, shows the Cort Theatre to the south and the King Joy Lo Chinese restaurant and the Henrici Restaurant to the east. The Cort Theatre was built in 1909 by U. J. Herrmann and Harry Frazee. It opened with "The Kissing Girl." Mr. Herrmann was the first manager and is still active. The site of the Cort Theatre was formerly the Douglas Building, which belonged to T. Lyle Dickey and Dr. Douglas.

W. T. Barnum Photo

The Ashland Block located at the northwest corner of Clark and Randolph Streets. This view was taken in the nineties when Epstean's Dime Museum still flourished along with others of its ilk, and when the Hibernian Bank had its quarters on the bank floor of this building.

A view of Clark Street looking north from the Grand Opera House in 1920, showing the City Hall Square Building and the Ashland Block in the distance.

J. W. Taylor Photo

The Chamber of Commerce Building at the southeast corner of Washington and La Salle Streets stands on the site of the first Chamber of Commerce. This building has been recently torn down and replaced by the new towering structure of the Foreman National Bank Building.

J. W. Taylor Photo

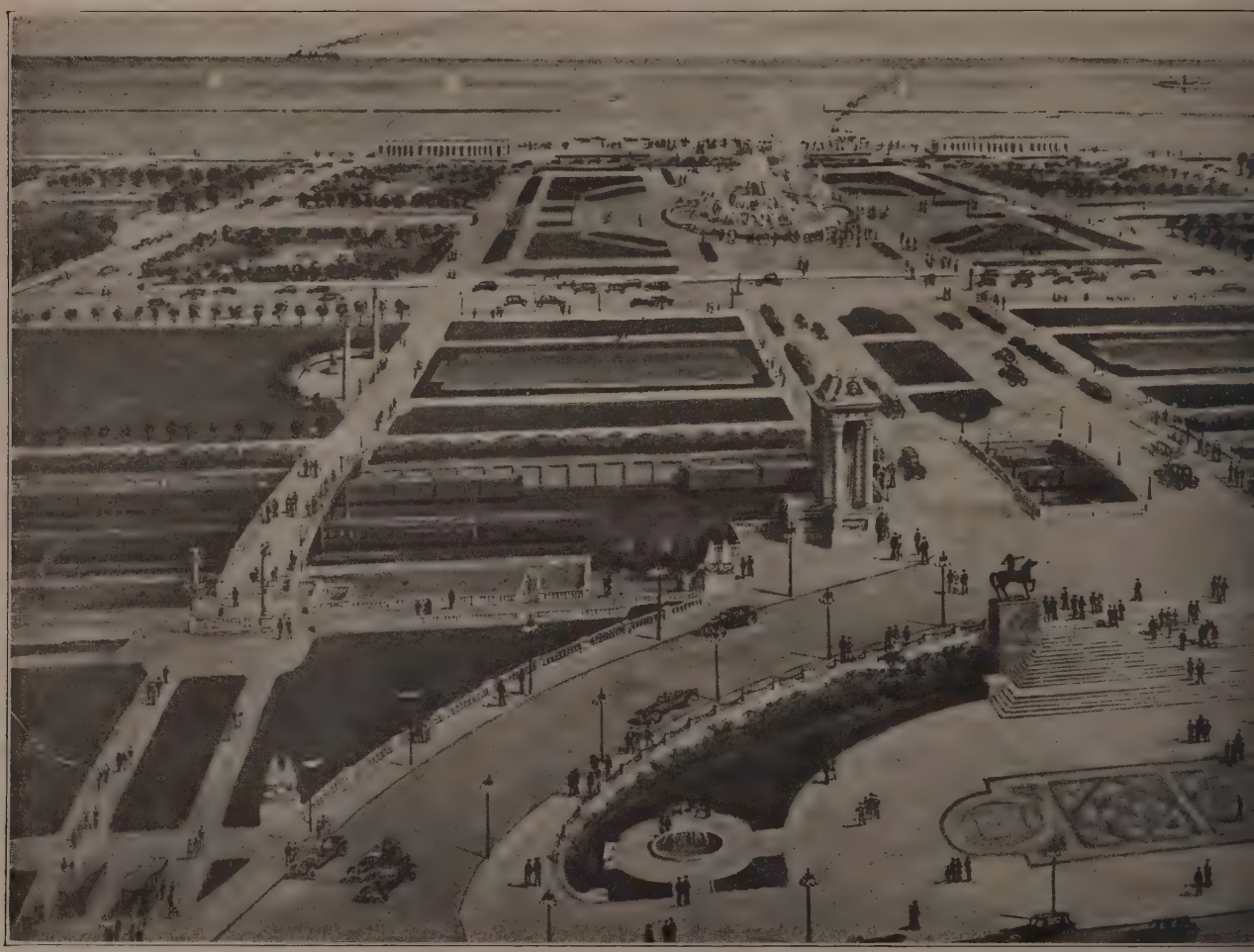
The Venetian Building stands on the south side of Washington Street west of State. This picture was taken in 1891, at the time that the Columbus Memorial Building was being erected at the corner.

Chicago Architectural Photographing Company

The home of the Steuben Club erected on the site of the Briggs House at the northeast corner of Randolph and Wells Streets. It is the outstanding architectural gem of Randolph Street's rialto.

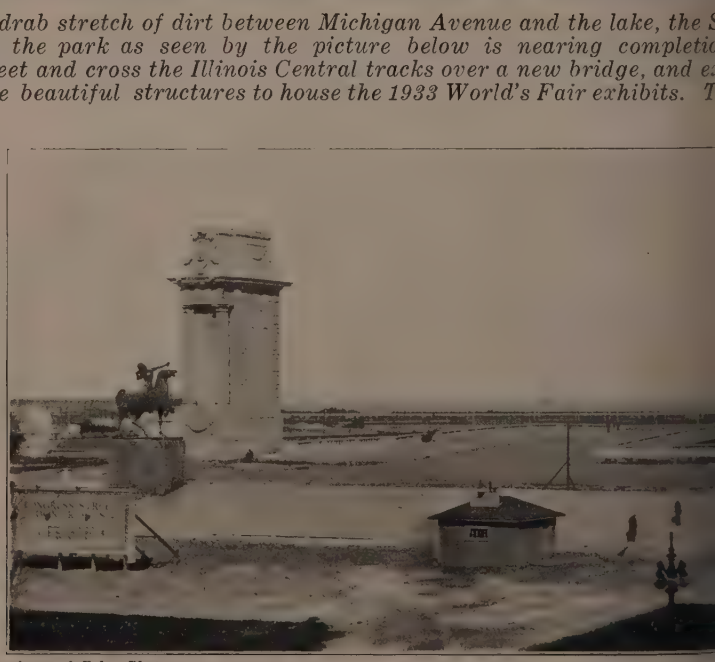
Chicago Architectural Photographing Company

The new home of the Foreman National Bank towering four hundred and eighty feet above the street at the southeast corner of La Salle and Washington Streets, where in 1844 was the First Presbyterian Church. Here in 1864 the first Chamber of Commerce reared its classic walls.



Courtesy of the South Park Commissioners

Chicago, City of Dreamers who Do!—From the drab stretch of dirt between Michigan Avenue and the lake, the S the world." The magnificent new approach to the park as seen by the picture below is nearing completio and Harrison Streets, converge at Congress Street and cross the Illinois Central tracks over a new bridge, and e now being built. Along the lake front will rise beautiful structures to house the 1933 World's Fair exhibits. T sition scheme. Chicago's dreams come true.



Kaufmann & Fabry Photo

The Approach at Congre

Board is making "the most beautiful park in the city," destined to become "the largest and most beautiful in ress Street. From this picture it may be seen how two driveways, branching off Michigan Avenue at Van Buren ward Buckingham Fountain. At the upper right is the Field Museum, and near by the Shedd Aquarium, , and out of range of this picture, will be Chicago's island airport and other islands figuring in the great expo-

he Park, picture above.

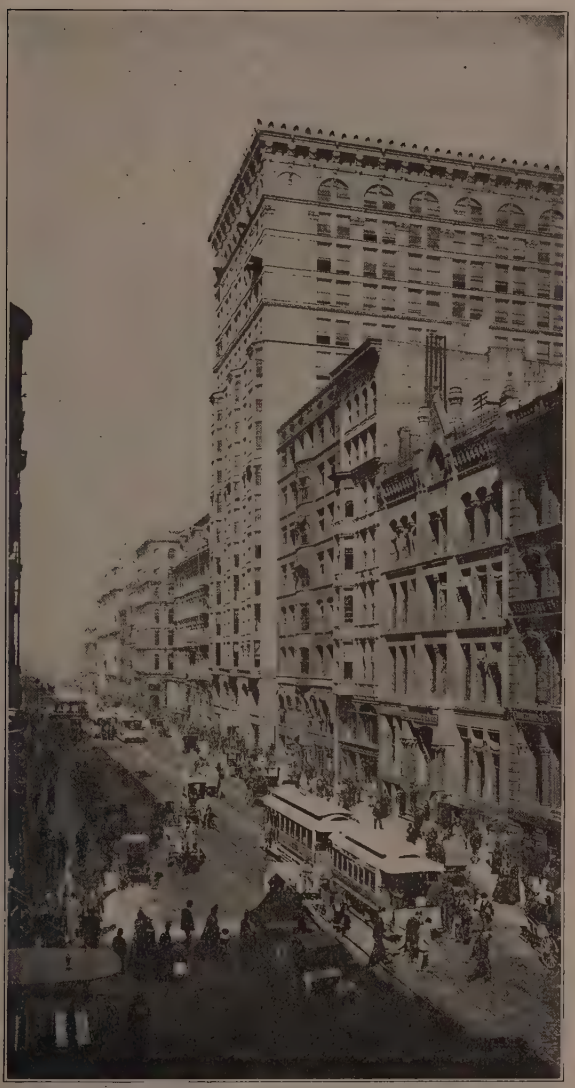
Kaufmann & Fabry Photo, 1916

The Roanoke Building is located at the southeast corner of La Salle and Madison Streets. It is on the site of the Major Block, erected shortly after the Fire which was preceded by the first Major Block, one of the prominent office buildings before the fire.

The first home of the First National Bank on Lake Street.

Kaufmann & Fabry Photo

A view taken in 1922 of the Conway Building, located at the southwest corner of Clark and Washington Streets. This was taken at a time when the Temple Building on the east side of the street was being constructed.



Barnum & Barnum Photo

A view of Dearborn Street between Washington and Randolph Streets showing the Unity Building on the east side of the street. In the distance at Lake Street may be seen the old Tremont House. To the south of the Unity Building the old Chemical Bank Building.

Kaufmann & Fabry Photo

A view of the Woods Theatre Building at the northwest corner of Randolph and Dearborn Streets. This was taken in 1920 at a time when the Harris and Selwyn Theatres were not yet built.

Kaufmann & Fabry Photo

The recently completed building of the State Bank of Chicago, located at the southwest corner of La Salle and Monroe Streets. This is on the site of the Woman's Temple which was torn down to make way for this structure.

Kaufmann & Fabry Photo

The Burnham Building located at the northwest corner of La Salle and Randolph Streets, named in honor of Daniel H. Burnham.

The Mercantile Exchange, located at the northwest corner of Franklin and Washington Streets. This building was erected in 1927, and here are the headquarters of the so-called "Butter and Egg Board of Trade."

Chicago Architectural Photographing Company

A view at Wacker Drive of the new Chicago Evening Post Building, located at 211-215 west, and the Engineering Building is at the corner.

Kaufmann & Fabry Photo

A view of the Builders Building at the southwest corner of La Salle Street and Wacker Drive.

J. W. Taylor Photo

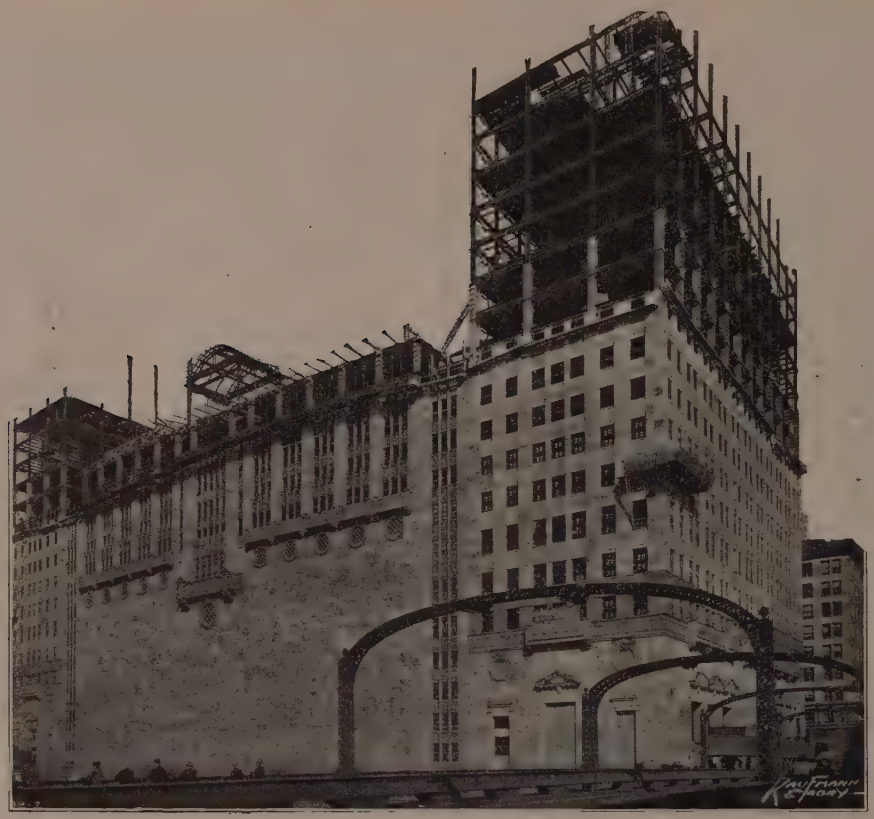
A view of the Corn Exchange Building, located at the northwest corner of La Salle and Adams Streets. This building is now The National Republic Bank Building. North is seen the Woman's Temple recently replaced by the new building of the State Bank of Chicago.

At the northwest corner of Aldine Place and Sheridan Road is the magnificent apartment building Number 3000.

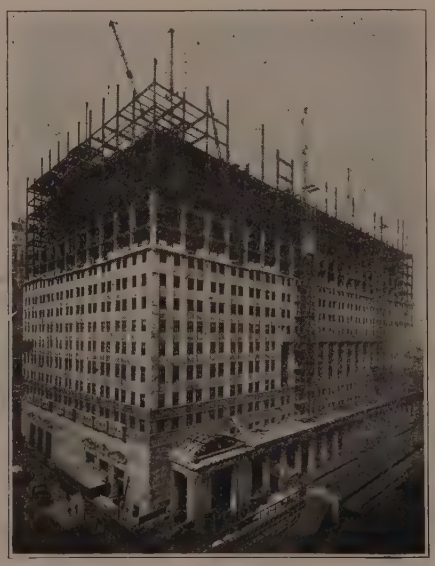
At the corner of Delaware Place and extending to Oak Street is 900 Michigan Avenue. These apartments all were finished to meet the individual views of residents.

The Germania Club on Clark St. and Germania Place.

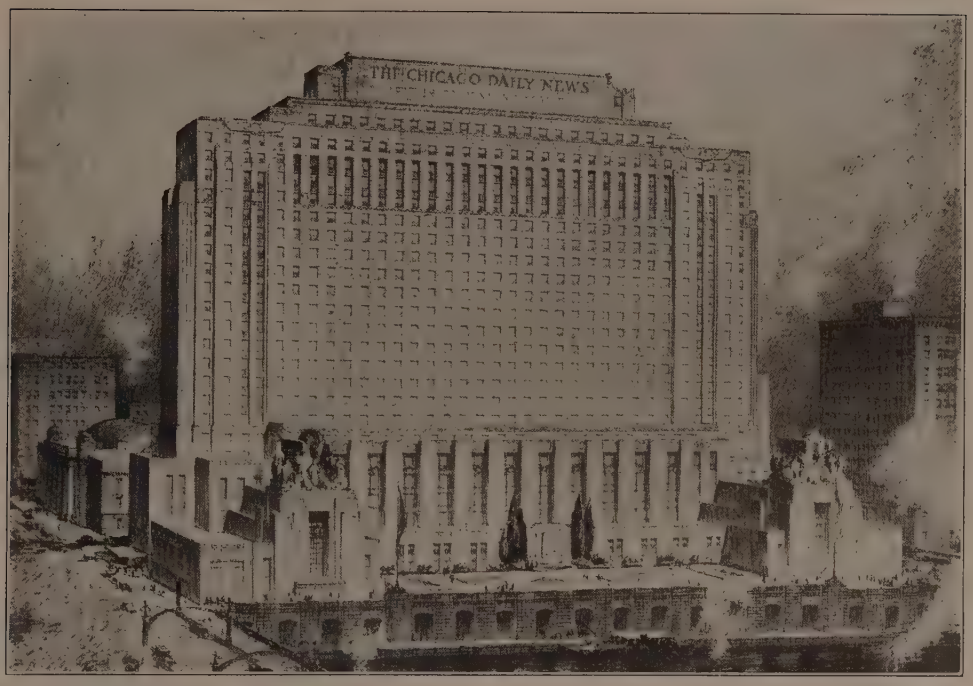
Diversey Boulevard, looking north at the point where the Stewart-Warner Corporation have their offices and factory.



The new home of the Chicago Civic Opera is shown above. The exterior nears completion. The main floor will have 1700 seats. There will be 31 boxes. The total seating capacity will be 3600. The completed building will rise forty-two stories above the street level. The Opera House location is on Wacker Drive between Madison and Washington Streets.

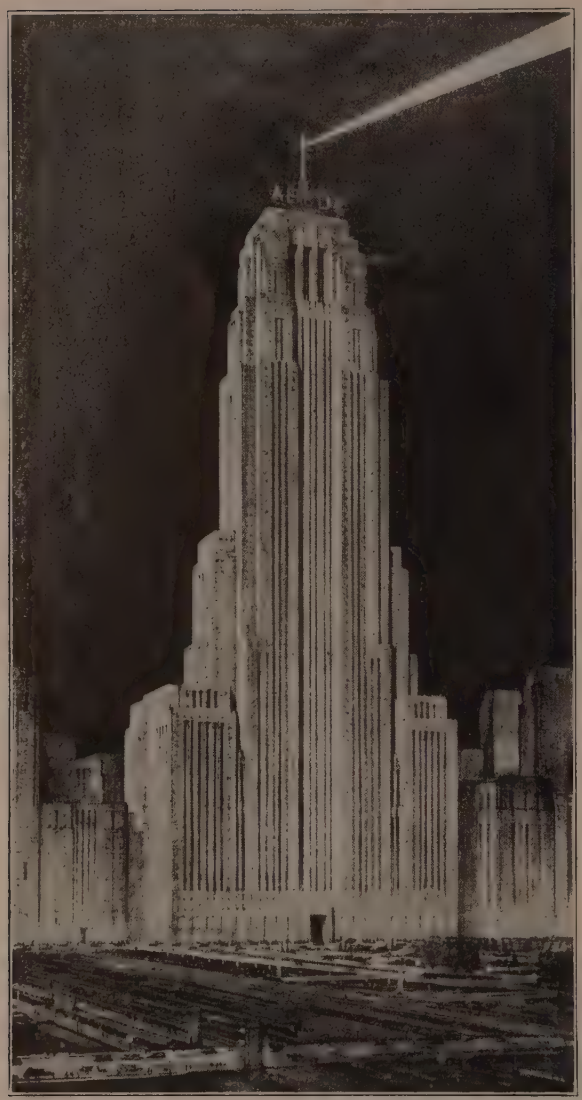


Another view of the Chicago Civic Opera Company's new home as it nears completion.



The new home of the Chicago Daily News is located at Madison Street and the river and will be occupied in 1929.

The new home of the Chicago Woman's Club, organized in 1876, at Eleventh Street between Michigan Boulevard and Wabash Avenue, on the north side of the street. After an existence of over fifty years, this is evidence of the civic progress of Chicago women.



The contemplated 75 story building, which is to be known as the Crane Tower will soon rear its head at Randolph Street, east of the Illinois Central Terminal. It will be the largest and tallest Class A office building in the world and will represent a total cost of over thirty million dollars. The Crane Co. will have their General Offices in this building. The Illinois Central Railroad Company also expect to have their executive offices here.

The new Palmolive Building, 37 stories high, towering above all other structures on the near north side. It is at 919 Michigan Avenue north.

The Chicago Times was at the southwest corner of Fifth Avenue and Washington Street. It was first issued in 1854.

The Illinois Staats Zeitung was at the northeast corner of Washington Street and Fifth Avenue. It was founded in 1848.

The "Red Star Inn" is at the corner of Germania Place and North Clark Street. It has for years been a favorite eating place, known for its German cooking.

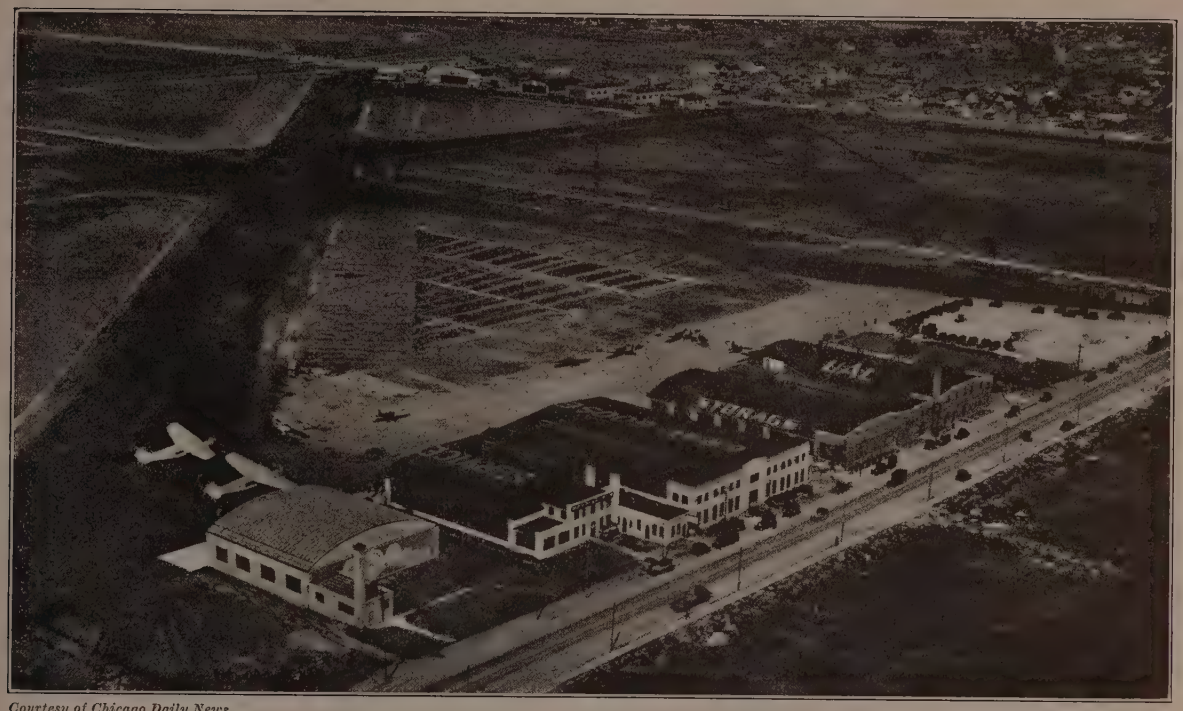
An interior view of the Tip Top Inn, showing the main dining room.

The Rienzi, which was located at Grace and North Clark Streets. A famous resort, until recently demolished.

The Ariel Bicycle Club, organized in 1879, was extremely popular in the eighties. The high wheels, introduced in 1876, were in vogue until 1884 when "safeties" came into use. The photograph above was taken when the club was on a run with the Milwaukee Club from Chicago to Oconomowoc, in 1880. From left to right those identified are: 1—A. A. Hathaway (Milwaukee): 3—Alfred Cowles; 4—George Keen; 5—C. H. Moses (rear); 6—Harry Haskins; 7—A. J. Beaumont; 9—L. J. C. Spruance; 11—F. C. Aldrich; 12—Fred Browne; 15—George A. Seaverns. Other members of the Club who were probably in the rear rank when this picture was taken were: Fred. C. Aldrich, J. F. Deane, Wm. Freeze, John Hathaway, Angus Hibbard, J. B. Lyon, Wm. D. McIlvaine, Samuel Marshall, Fred. L. Pierce and James B. Walker.

The Farragut Club House, located on Lake Park Avenue between Thirtieth and Thirty-first Streets was organized in 1872.

The Chicago Yacht Club, on the Lake at the Foot of Monroe Street.



Courtesy of Chicago Daily News

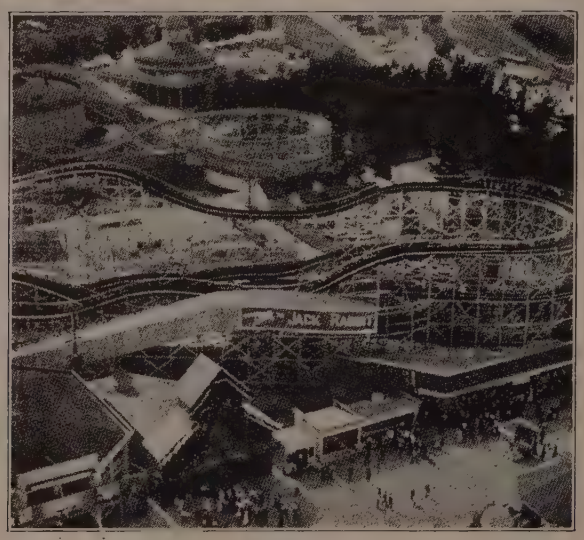
Chicago's Municipal Airport at Sixty-third Street and Cicero Avenue.

Courtesy of Loyola University

Loyola University, showing a part of the Campus at Sheridan Road and Loyola Avenue.

The establishment of Butler Brothers, located at Randolph and Canal Sts.

Kaufmann & Fabry Photo



Riverview Park, at Western and Belmont Avenues

The establishment of Sears, Roebuck and Company, is located at Homan Avenue and Arthington Street.

A view of Madison Street, looking west from State Street in 1890.

IN THE foregoing pages we have limned a sketch of the Chicago horizons of yesterday—a panorama full of memories, pregnant with significance. And now there remains to people that panorama, to place in their proper settings the men and women who have played their parts in the perennial drama that is Chicago. Men and women they are, in many cases, who even to-day are winning fresh triumphs in scenes rich with splendid achievement.

You, the reader—spectator in the mighty theatre of history—will behold the performance of each player as he comes upon the scene. The lights black out and the curtain rises upon the Makers of Chicago.

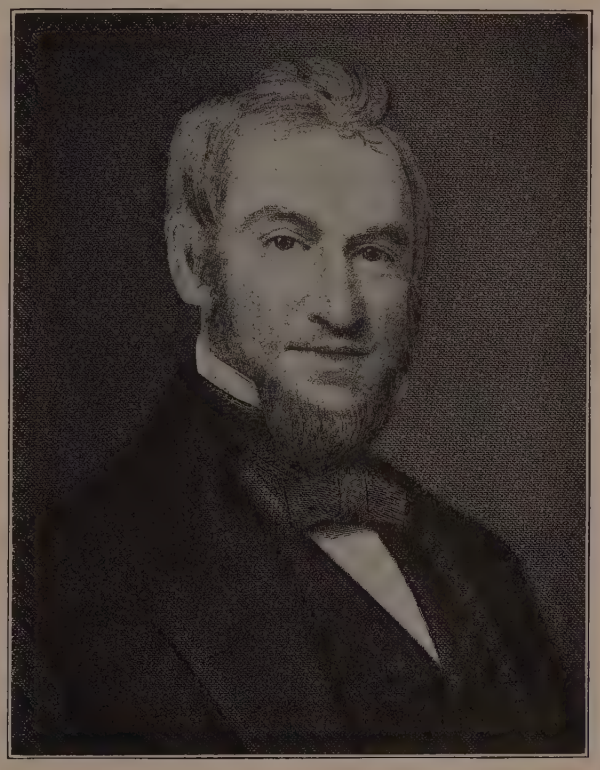
Portraits and Sketches

For when the one great scorer comes
To write against your name
He writes not that you won or lost
But how you played the game.

JOHN H. KINZIE

THE life story of Colonel John H. Kinzie is, to all intents and purposes, the history of the Fort Dearborn Settlement, the Town of Chicago, and the City of Chicago down to the close of the Civil War. From almost the dawn of the Nineteenth Century until June 21, 1865, he was almost constantly identified with Chicago, and was one of its most tireless builders.

He was born on July 7, 1803, at Detroit, where his mother was visiting relatives. His father was the famous John Kinzie, fur trader, friend of the Indians, and connected with Chicago from the earliest days. His mother was the widow of a British army officer, Mrs. Eleanor Lythe McKillip Kinzie.



John Kinzie brought his family, including the year-old John H., to Chicago in 1804, when Fort Dearborn was just being completed. The family home was on the north bank of the Chicago river almost opposite the fort. There his boyhood was spent. There he got his earliest schooling, taught by his cousin, Robert Forsyth, from a spelling book which had been enclosed by mistake in a shipment of green tea, that had been sent recently from Detroit.

When young Kinzie was only nine years old he witnessed the tragic Fort Dearborn Massacre. That the entire Kinzie family did not fall victims was due to the friendship of some Indian chiefs who, knowing that the troops and settlers were doomed, took the Kinzies in a boat and guarded them on the lake, later paddling around the south shore and landing them at the St. Joseph River, Michigan.

The family was taken to Detroit, but returned to Chicago in 1816. Two years later, when he was sixteen, young John H. Kinzie was bound out by his father to the American Fur Company to learn trading, and for five years he served, learning the ways and the language of the Indians and becoming an expert merchandising man.

This knowledge was of great use to him and to Chicago in later years. He compiled a grammar of the Winnebago language, and later of the Wyandottes. He was familiar with the dialects of the Ottawas, Pottowattomies, Chippewas, Sacs, Foxes, Sioux and other tribes.

He was appointed private secretary to General Cass in 1826 and accompanied a delegation of Winnebagoes to Washington to visit the president. He became "superintendent" of the Indian tribes of the north division, and later Indian agent to the Winnebagoes.

He made his permanent home in Chicago in 1834, the year after Chicago was incorporated as a town. President Harrison made him registrar of public lands in 1841, and President Taylor in 1849 made him receiver of public moneys. Joining the Union Army in 1861 he was made paymaster.

Mr. Kinzie was married on August 9, 1830, to Miss Juliette A. Magill of Middletown, Connecticut. They made their home at the northeast corner of Cass Street and Michigan Avenue. There were four children: John H. Kinzie, Jr., killed in battle in 1862 while serving on a gunboat; Arthur, who served in the Chicago Light Artillery, and later in the cavalry; George, who entered the army and died in 1892; and a daughter, Mrs. William W. Gordon of Savannah, Georgia.

Mrs. Kinzie, author of the famous historical work, "Wau-bun," died in 1870 after taking morphine in mistake for quinine.

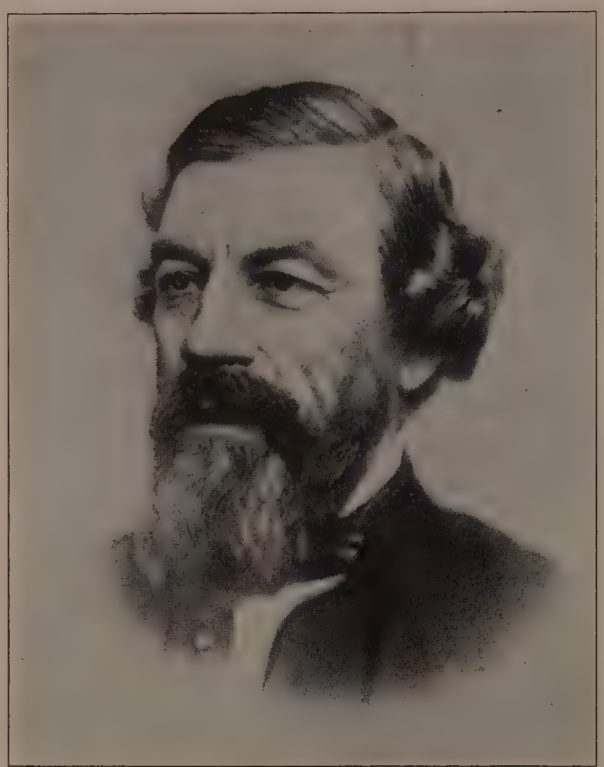
John H. Kinzie himself, after a long and useful life, died as perhaps he would have wished. It was on June 21, 1865, when he had obtained leave of absence from the army and was in a train on his way to the seaside to rest. A blind beggar asked for alms, and Mr. Kinzie died of heart failure while in the act of taking a coin from his pocket to relieve the blind man.

He had been one of the most conspicuous of the Makers of Chicago.

GURDON SALTONSTALL HUBBARD

NO MAN who ever trod the streets of Chicago looms larger as a maker of the city than Gurdon Saltonstall Hubbard, that rugged and stalwart figure who stalks through the pages of history, typical of all that was best in trader, settler, warrior, business man and sterling friend.

Born on August 22, 1802, at Windsor, Vermont, the son of Elizur and Abigail Sage Hubbard, he attended the common schools, and at the age of ten became a pupil in a private school. But his book education ceased when, at the age of ten, he went with his parents to Montreal to live.



From that day he entered upon a commercial career which was destined to last more than half a century. His first independent transaction was in poultry, which he bought and sold along a route between Montreal and his old Vermont home.

At the age of fourteen he became a clerk in a hardware store where he worked for two years.

Then came the venture which was to give him his training for the mighty events of his later life in which he played the part of a real man. At the age of sixteen he bound himself, for a period of five years, to work for the American Fur Company, whose president was John Jacob Astor of New York.

During the seven years he remained with that company he traveled constantly up and down the Great Lakes and all the rivers of the region, trading with Indians and whites and half breeds alike, leading a life of hardship which made him as hardy as a savage.

The reputation he built up for rugged honesty, for fearlessness, for uncanny judgment and for farsightedness made him a universal favorite with all classes, and he was doubtless personally acquainted with more human beings, perhaps, than any other one man in all the Northwest.

Gurdon Hubbard's first visit to the site of Chicago was on November 1, 1818, when, at the age of sixteen, he came with a brigade of one hundred men of the American Fur Company on their way to the valley of the Mississippi to buy furs. The next year he came this way again, and from that time on he passed through the little settlement several times each year, and made it the shipping point for almost all the furs he gathered. The esteem in which the American Fur Company held him is shown by the fact that for the five years for which he bound himself he was paid $600 in all; for the two years additional which he agreed to serve, he received $2,600.

On leaving the employ of the fur company Mr. Hubbard went into trade for himself, established inland posts all the way from Chicago almost to the Ohio River, and made himself one of the most prosperous men in the country.

With keen intuition he closed out his fur trading venture in 1834 and made his permanent home in Chicago.

Even before that time Mr. Hubbard had made Chicago a shipping point for hogs and cattle, which he bought, drove here and slaughtered. He was land commissioner in 1835, town trustee, one of the incorporators of the city's first water company, a member of volunteer fire company, a lieutenant in the Illinois Volunteers and one of the organizers of St. James Episcopal Church.

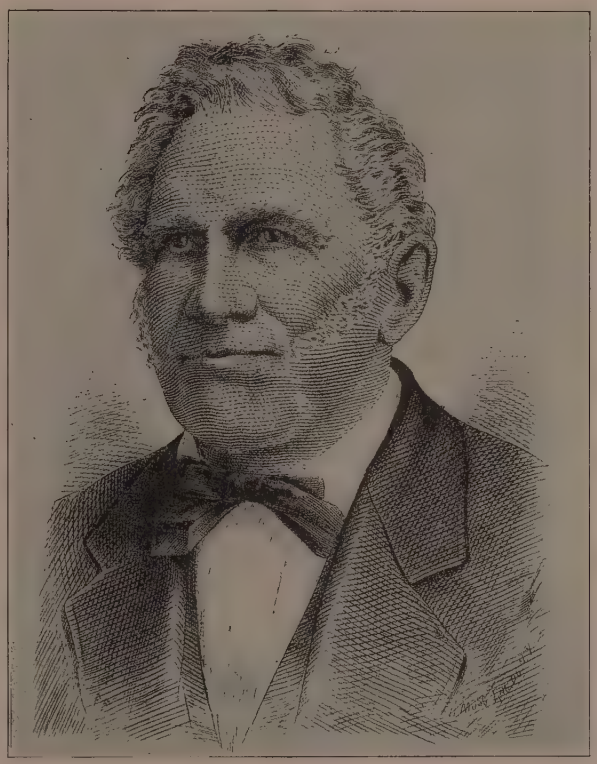
His fearlessness and his sterling integrity made Gurdon S. Hubbard's name a synonym of honesty for three quarters of a century.

In 1831 Mr. Hubbard was married to Miss Eleanor Berry, who died in 1838. They had one son, Gurdon S. Hubbard, Jr. He married Mary Ann Hubbard in 1843, a daughter of Ahira Hubbard.

The first meat packer, the first vessel owner, the first lumber dealer and first underwriter, Gurdon S. Hubbard long outlived all the original pioneers of Chicago, dying in 1886 at the age of eighty-four, universally beloved, and mourned by the entire city.

MARK BEAUBIEN

IN ALL the history of Chicago there is no more delightful figure than that of the rollicking, fiddling, singing innkeeper, merchant, ferryman and good fellow, Mark Beaubien. From the year 1826 when, a gay, careless, adventurous young blade from Detroit, he came to this city, he wove a brilliant thread of gayety into the sometimes somber fabric of the social life of the settlement, until, at the age of eighty-one, he died peacefully at Kankakee.



Mark Beaubien was a valuable citizen, a consistent Roman Catholic, implicitly trusted by the Indians as their "good friend," and rendered priceless service to Chicago by standing between the settlers and the Indians in time of threatened trouble. Yet, because he took life so lightly, and insisted on being gay when others pulled long faces, he is better known for the joy he put into the life of the settlement rather than the solid services he rendered.

He was born in the last year of the eighteenth century, 1800, at Detroit, and there grew to manhood. As a boy of twelve he witnessed much of the opera bouffe war between England and the United States as it was waged in and around Detroit, and was a witness to the inglorious surrender of General Hull to the British forces. This incident made such an impression upon the lad, who saw all its ludicrous points, that he made a ballad of it, and many years afterward used to delight the guests in his inn by singing it to his own accompaniment on the violin.

It was in the year 1826 that Mark came from Detroit to Chicago on a visit to his brother, General J. B. Beaubien, who had visited Chicago at intervals for many years, and who had permanently settled here as agent for the American Fur Company. Mark brought his family, Mrs. Monique Nadeau Beaubien, and the five children they then had—eleven others were born later. In his account of this journey Mark writes, in "Chicago Antiquities":

"I came with my family by team; no road, only Indian trail. I had to hire an Indian to show me the way to Chicago. I camped out doors and bought a log house from Jim Kinzie. There was no town; didn't expect no town. When they laid out the town my house laid out in the street; when they laid out the town I bought two lots where I built the old Sauganash, the first frame house in Chicago"—which Andreas says was an error, as there had already been a frame house built for Billy Caldwell.

Much of the delicious air of romance which surrounds the history of Mark Beaubien also engulfs the Sauganash, the famous hotel of pioneer days where Mark and his good wife and their immense family of children lived, and where he conducted a merry house of entertainment, at the southeast corner of Market and Lake Streets.

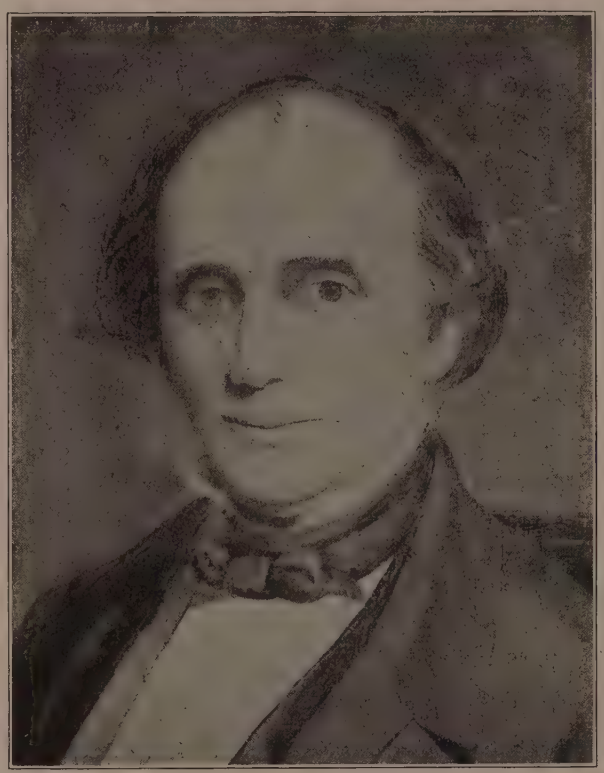
Mark took on many other duties as the years passed. In 1831, on payment of fifty dollars, he obtained from the county commissioners a license to run a ferry across the South Branch of the Chicago River at Wolf Point. He was permitted to charge non-residents a fee, but all who lived in Cook County were to be ferried over free.

He played his part in public life, too. For it was in his house that the election was held, in 1833, at which the settlers voted to incorporate the Town of Chicago. He helped organize the first Catholic Church in Chicago, St. Mary's, and gave liberally of his money to its support. The Indians so loved him for his fairness to them that they voted him sixty-four acres of land at the mouth of the Calumet River—which he did not know for almost forty years, When he received his letters patent in 1874 he found it had been signed by President Martin Van Buren.

Mrs. Beaubien died, and late in his life Mark married Miss Elizabeth Matthews of Aurora. Seven children were born to them.

COLONEL RICHARD JONES HAMILTON

COLONEL RICHARD JONES HAMILTON was born in Mercer County, Kentucky, on August twenty-first, 1800. His father, James L. Hamilton, emigrated from South Carolina to Kentucky when he was twenty years old and married Sarah Jones of that state. In 1803 the family removed to Shelby County, Kentucky, where Richard received his education at Shelbyville Academy. In 1818 he went to Louisville where he studied law for two years, and in 1820 he moved to Jonesboro, Union County, Illinois, where he taught school while continuing his law studies.



The State Bank having been established in 1821 young Hamilton was appointed cashier of its branch in Brownsville, Jackson County, and took up his duties there. In 1822 he was married to Diana W. Buckner, a daughter of Colonel Nicholas Buckner of the historic Kentucky family of that name, and in 1827 he was admitted to the bar. In 1829 he rode the circuit of the southern counties. In 1831 Governor Reynolds and the General Assembly sent him to organize Cook County, the county seat being at Peoria. Seldom has the advent of one man meant as much to the life of a community as did that of Richard J. Hamilton to Chicago. From that time until his death thirty years later he was foremost in every public enterprise. Always a believer in the future of Chicago, he gave freely of his services and of his means to every enterprise that went to the upbuilding of the budding metropolis.

The esteem in which he was held is evidenced by the fact that he held at one and the same time the offices of Probate Judge, Judge of the County Commissioners Court, Clerk of the Circuit Court, Recorder of Deeds, Commissioner of Schools, and Notary Public. In addition to performing the duties incident to these various offices he practiced law and was an extensive dealer in real estate. In connection with the various offices which he held and the work of his own law office were employed many young men, who later left their impress upon the young city.

Colonel Hamilton was always particularly interested in educational matters. Appointed Commissioner of School Lands of Cook County in 1831, and having the care and custody of the school funds until 1840, he in 1832 donated the use of a building and employed a school teacher who was paid by himself and Colonel Owen.

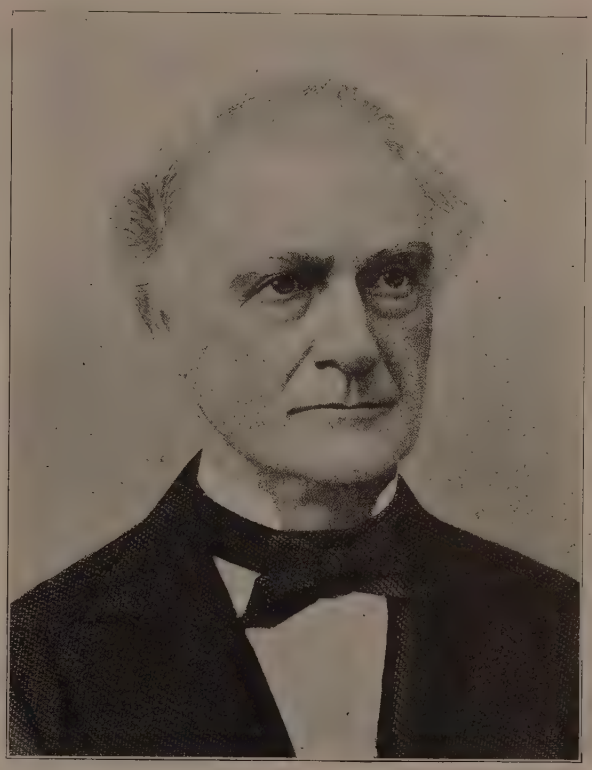
At the celebration in 1836 of the beginning of work on the Illinois and Michigan Canal, Colonel Hamilton was the orator of the day and made the extravagant prediction that "our children or at least our grand-children, will live to see the day when Chicago will be a city of 50,000 inhabitants."

In 1834 Colonel Hamilton's first wife died, leaving four children, Richard N., Sarah A., Eleanor, and Diana B. In 1835 he married Louise Hubbard, daughter of Ahira and Serena Hubbard of Middleborough, Mass., whose sister, Mary Ann, married Gurdon S. Hubbard in 1843. His second wife died in 1842, leaving one child, Henry E., and in 1843 he married Priscilla P. Tuley, a widow from Louisville, with four children.

At a memorial meeting held by the Bar Association after Colonel Hamilton's death, which occurred December 26, 1860, the Honorable B. S. Morris, Chicago's second Mayor, said of him, "He was acquainted with everyone in the county and had the entire friendship and confidence of the whole community. He took every young lawyer who came here by the hand, and helped him to business and practice." Judge Wilson said, "Mr. Hamilton was a gentleman remarkable in many particulars; of very high notions as a gentleman, and of unusual sympathies." The pages of Chicago's history, recording the deeds of her early settlers are the brighter for having in them the life story of a man like Richard Jones Hamilton.

PHILO CARPENTER

AMONG the westward adventuring New England merchants in the thirties with sagacity enough to recognize the commercial future of the new town of Chicago was Philo Carpenter. In the summer of 1832 he opened his drug store in a small log house on the bank of the river at a point that is now Lake Street. He had come from Troy, New York, where he had left a position in the drug store of Dr. Amatus Robbins after the death of his young wife. He hazarded the trials of a long journey by mail coach and Indian canoe in search of a new start in a new country.



The site of the future city of Chicago was not an inspiring one for the young adventurer. One side was bounded by the waters of the lake, and on the other hand stretched miles of monotonous flat prairie land. Scattered along the river banks were huddled groups of small log cabins inhabited for the most part by half-breed Indians. With little hesitation, however, young Carpenter waited for the arrival of his little store of goods and leased a small log house where he opened his drug store.

His prosperity in the drug business here is indicated by the fact that in 1834, when he went back East to marry Ann Thompson of Saratoga county, New York, he returned to the primitive settlement bringing his new bride into town in a fine one-horse shay, the first pleasure vehicle to approach Fort Dearborn. He had already moved his business into better quarters twice, the second time into a store he built on South Water Street between LaSalle and Fifth Avenue, where he had added a variety of commodities besides drugs to his stock. It is also significant that he began early to invest in the building sites that were to advance so miraculously in value as Chicago grew. When the panic of 1837 caught Mr. Carpenter more than $8000 in debt, he gave his creditors the choice of his numerous real estate holdings. What they accepted in lieu of the obligation is now worth nearly two million dollars.

Born in Savoy, Massachusetts, Philo Carpenter was of substantial New England stock. On both sides of his parentage his lineage went back to Revolutionary fighters and leaders of the community. Nathaniel Carpenter, his paternal grandfather, had resigned a captaincy in the British navy to serve under the Revolutionary government which put him in command of West Point. The Carpenters were sturdy, industrious, pious people who cherished the Pilgrim tradition.

Philo Carpenter brought the religious interest with him to the West, where he never ceased in active work in church, school and civic affairs. Within a month after his arrival he had established the class which grew into the Home Sunday School of the First Presbyterian Church. He immediately joined this church whose early pastor was Rev. Jeremiah Porter. He was elder until the cleavage at the time of the Civil War. Afterwards he was active in organizing the First Congregational Church and became deacon.

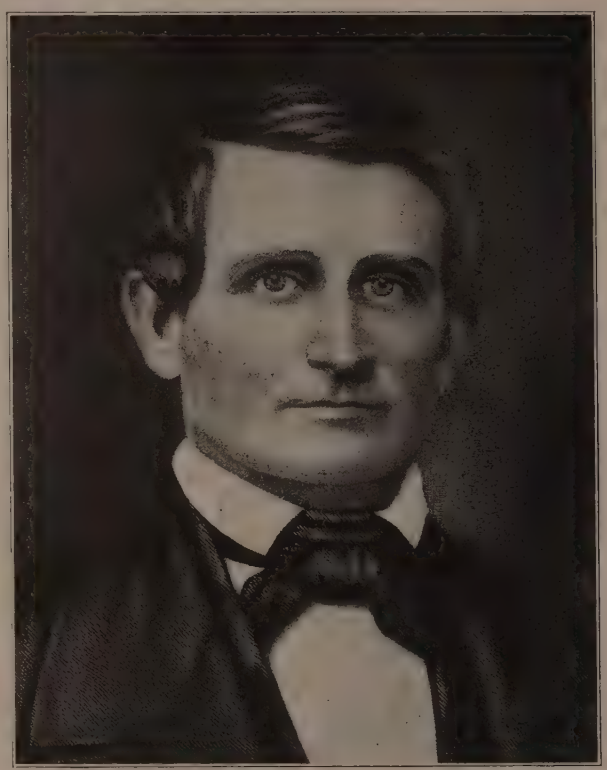
His work widened in scope as the community grew. He became a member of the board of directors of the Chicago Theological Seminary, to which he made contributions totaling $6,000. He was also managing director of the Chicago Bible Society and an incorporator of the Relief and Aid Society, which did good work after the great fire. Mr. Carpenter was an active promotor of temperance reform. His civic spirit is further seen in his membership on the school board and the board of health.

Philo Carpenter died August 7, 1886, having lived a life of work and public service.

The fact that Chicago, despite its cosmopolitan makeup is essentially a part of America in mood and spirit, is due probably to the fact that those early adventurous souls from New England saw promise of the city's industrial future. Who can say just how much a man like Philo Carpenter has contributed to the spirit of the city?

PETER LOUIS UPDIKE

WHAT Chicago—and all America—owes to certain elements of democracy that came into this country by way of Holland is well illustrated in the life and family history of Peter Lewis Updike, who came to Chicago in the year of her incorporation as a town, 1833, and lent an active pair of hands to her up-building. From the days of Henric Op den Dyck (1261-1291) members of the family had held office as Schepen (analogous to Judge, Alderman and Notary) in Wesel, that little city 'twixt the Rhine and the Lippe which had served as a city of refuge for Hollanders under Spanish persecution. When a colony of Hollanders founded New Amsterdam, a Gysbert Opdyke was found among them, acting as one of the "Eight Men," Marshal, Tithe Commissioner, etc., and helping to make treaty with the Indians. His house was in Stone Street, within a few yards of the Battery, and he owned the whole of Coney Island.



Peter Lewis, of the seventh generation in America, son of Garrett and Jerusha Pittinger Updike, was born near Princeton, New Jersey, in 1809. He learned the builders' trade, spent a year in Philadelphia, and in 1833 started West, arriving in Chicago in time to see the Indians sign the treaty giving title to the land upon which the city was to be built. The services of Peter L. Updike, architect and builder were much in demand. Among other structures of prominence in the early day was the building of the Tremont House erected in 1849.

By 1835, with all the frame construction that was going on, a fire engine became a necessity. One was procured promptly through that public-spirited citizen Gurdon S. Hubbard, and by December 12, Chicago's first fire company was organized—"The Fire Kings" Number One. On its roll of honor together with the names of H. G. Loomis, H. H. Magie, J. W. Morrison, N. H. Clarke, John and Alvin Calhoun and others of prominence appears that of Peter L. Updike. When the officers of this first company were appointed, it was the President of the Town Board, Hiram Hugunin, who became Chief Engineer, with William Jones as First Assistant, and Peter L. Updike as Second Assistant Engineer. The last town election occurred June 6, 1836, and Mr. Updike was one of the Trustees. This Board of Trustees in November took steps which led to the incorporation of Chicago as a city on March 4, 1837.

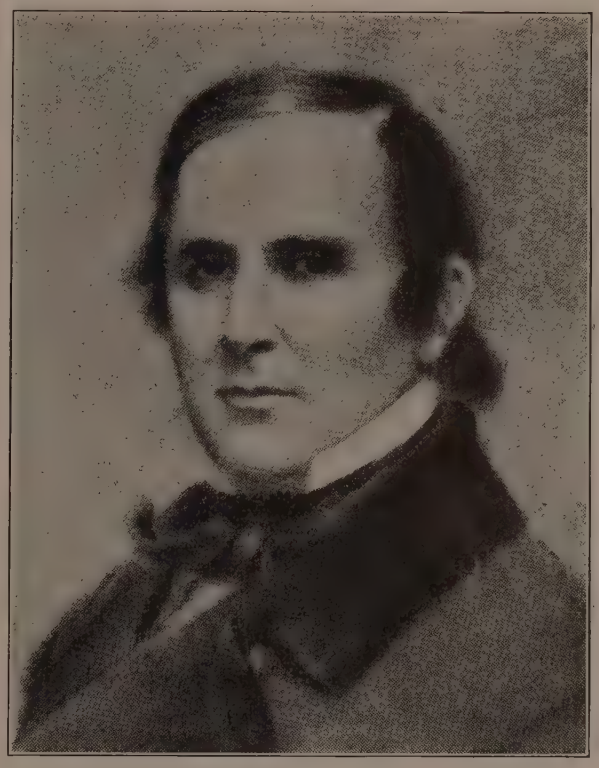
In that same year, Mr. Updike married Mary Trowbridge, the daughter of another pioneer Chicago family. Their home was at 106 Randolph Street, just west of Dearborn. They moved to Monroe Street and later to Michigan Avenue, between Monroe and Madison Streets, where they lived for many years. One of the excitements of life for Lake Shore residents in those days was to have the lake wash so far across the Avenue that the Fire Department had to be called out to keep the foundations of houses from being carried into the lake. The Updike children were Susan J. (who became Mrs. George A. Seaverns), Henry E., Emily F., Charles M. and Frederick J., all prominent in the early days of Chicago.

Mr. Updike was very public-spirited. Whatever was for the benefit of the city was of interest to him. In February, 1849, the incorporation of the Chicago Gas Light & Coke Company took place, with Mr. Updike as one of the incorporators, the first actual illumination occurring in September, 1850. Many young men prominent later owed their start in life to training secured under Mr. Updike, among others being Amos Grannis, of Attica, New York, and John Sollitt, of Yorkshire, England. His office was responsible for a large part of the important structural work of the day, and when Mr. Updike died in December 1850 he ranked as one of the most prominent and best beloved "makers" of our city.

WILLIAM B. OGDEN

HIGH in the list of the mighty men who literally made Chicago is written the name of William Ogden, first mayor of the city, railroad builder, lumber and iron king, canal builder, college president, land owner, president of the first bank in Chicago, and a score of other great interests.

Yet he came from the humblest of sources if one considers wealth and opportunity alone, for as he said of himself, he was "born close to a sawmill, early left an orphan, graduated from a log schoolhouse, and at fourteen fancied I could do anything I turned my hand to, and that nothing was impossible." It was by this tremendous will and energy, coupled with his great mental capacity and his unswerving honesty and moral courage, that he did so much toward making Chicago what it is today.



Mr. Ogden was born on June 15, 1805, in the dense forests of Delaware County, New York. His grandfather had been an officer in the Revolutionary War, but removed late in life to Delaware County from eastern New Jersey.

As a boy in that isolated forest he learned lessons which served him all his long life—a love of nature, a familiarity with the woods and waters and hills and all weathers. He learned all the lore of woodcraft, made himself an expert rifleman, and developed self-reliance to an unusual degree even for that day.

His boyhood ambition was to become a lawyer, but at sixteen he found himself the head of a family, left by the death of his father, to care for a mother and a family of younger brothers and sisters.

So he set to work, and presently entered business and gradually began to win success. His neighbors thought so well of him they elected him to the legislature, where he was among the foremost supporters of state aid for the New York & Erie Railroad.

But the great West called him, and gladly he responded. In 1835, at the age of thirty, he came to Chicago to represent the American Land Company, which was investing heavily in lands about Chicago. Two years later, so rapidly did he draw upon himself the confidence of the people, when Chicago was chartered as a city, he was elected its first mayor.

It was during his administration that the city passed through the terrible financial panic, and it was William B. Ogden, practically alone, who saved the honor of the young city. Every man faced ruin, and there went up a loud cry for repudiation of the city's debts. A mass meeting was called by some of those hardest hit, and it was expected that pressure would be brought to bear which might cause Chicago to dishonor her pledges.

Mayor Ogden fearlessly faced the meeting after irrational speeches had wrought the men up to frenzy. He begged them to hold their promises sacred, not to tell the world how hard hit they were, but to carry on and win, with the right to look any man in the eye. He gained the support of the meeting, and repudiation was defeated then and there.

Mr. Ogden was really the builder of the first railroad Chicago had—the old Galena & Chicago Union, now the Chicago & North Western. He worked to the limit of his powers in building that and other roads, north, south and west, for it was his ambition to bring every farm of the Northwest within reach of Chicago by rail. When the Union Pacific was organized in 1862 he was chosen its first president.

It was in such activities that the long life of William B. Ogden was spent, always striving to help men to take the honorable course at whatever cost, always hopeful of the future, never discounting Chicago under any circumstances.

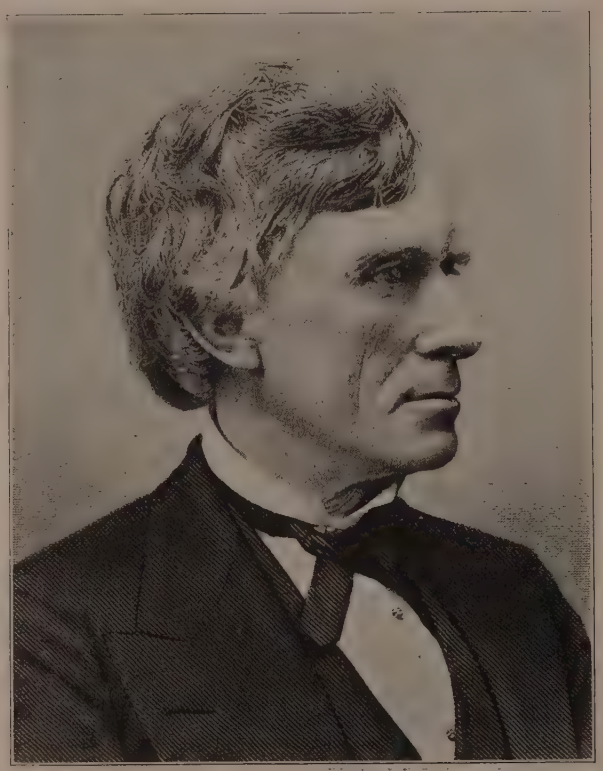
In 1875, two years before his death, he married Miss Mariana Arnot, the daughter of Judge Arnot of Elmira, New York.

In his last days Mr. Ogden resigned from all the corporations which he had helped to success, and retired to a magnificent home on the Harlem River, where he died on August 3, 1877.

MARK SKINNER

THE NAME of Mark Skinner, one of the most distinguished Chicagoans of his generation, will be associated principally with Chicago's public schools and libraries, though there was scarcely any activity making for the city's betterment in his time in which he was not interested.

A brilliant lawyer, he served the public as city attorney, master in chancery, U. S. District attorney, chairman of the finance committee of the Illinois general assembly; judge of the Common Pleas court and president of the Chicago Relief and Aid society.



Judge Skinner was born in Manchester, Vt., September 13, 1813, and inherited his legal bent from his father, Richard Skinner, member of Congress, chief justice of the Vermont Supreme court and governor of Vermont.

He prepared for college at the Pittsfield academy and was graduated from Middleburg college with the class of 1833. For two years he studied law with Judge Ezek Cowan of Saratoga Springs, then with Nicholas Hill at Albany, N. Y., and attended the New Haven law school for a year.

Mr. Hill urged the young man to remain with him as a partner, but Mr. Skinner had heard of the great possibilities awaiting the adventurous in Chicago and decided to begin his career there.

He arrived in July, 1836 and began practicing with George Anson Oliver Beaumont. His advancement was rapid. In 1839 he was elected city attorney. Under the Tyler administration he was appointed district attorney for the entire state, but his reappointment, following the election of Polk, was so bitterly opposed that he resolved never again to seek a government position.

In 1846 he was elected to the Illinois state legislature, and as chairman of the finance committee, drew up and aided in the passage of many important bills, among them the measure refunding the state debt.

His election, in 1851, as judge of the Common Pleas court imposed such heavy obligations on him that his health broke down and he declined a re-election two years later.

As financial agent of a group of Eastern capitalists, he directed the investment of millions of dollars in Chicago real estate.

In his capacity as attorney, Judge Skinner drew up the will of Walter L. Newberry, and served as chief executor of the Newberry estate. He is said to have had much to do with the creation of the Newberry library, one of Chicago's richest legacies.

Judge Skinner performed notable services in connection with the U. S. sanitary commission, and was president of this body during the civil war, until an attack of typhoid fever forced his resignation. He suffered another great blow at this time in the loss of his son Richard, who made the supreme sacrifice under the Stars and Stripes before Petersburg.

Chicago's public schools had in Judge Skinner a true friend, and the Skinner school on the west side perpetuates his memory. He was instrumental in organizing the Young Men's association, nucleus of the public library.

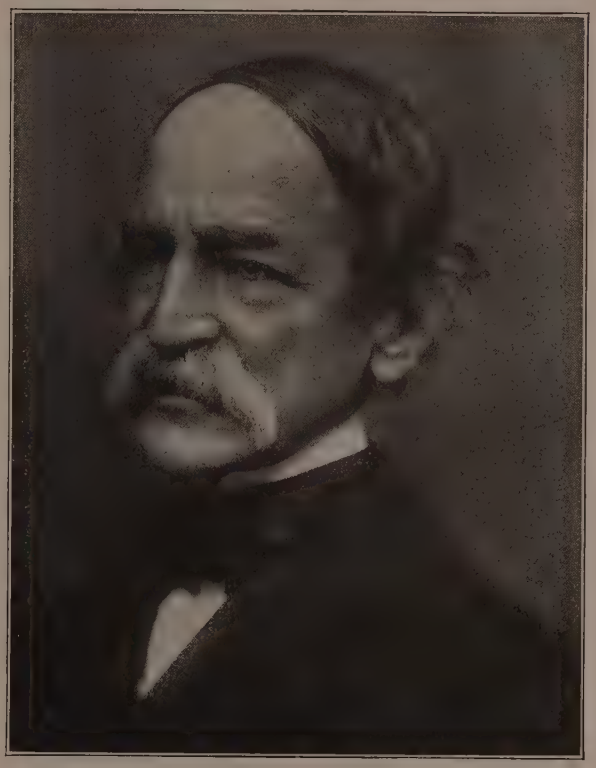
He was one of the charter trustees of the county hospital, one of the incorporators of the Chicago Relief and Aid Society; a founder of the Chicago reform school and first president of its board; president of the Home for the Friendless, and a trustee of the Illinois Eye and Ear infirmary.

Judge Skinner was identified prominently with early railroad interests, especially the old Galena and the Burlington lines. He helped organize the Chicago Historical Society.

Judge Skinner was married in 1841 to Elizabeth Magill Williams. He was a devout Presbyterian, serving as elder of the Second, and later of the Fourth Presbyterian church. He died September 16, 1887, at his summer home in the Vermont hills.

ISAAC NEWTON ARNOLD

No small part of its reputation for honor and financial integrity the State of Illinois owes to Isaac Newton Arnold, one of Chicago's early lawyers, member of the legislature and of congress, who labored all his life that his city and state might have an unspotted record. More, perhaps, than any other one man, he was responsible for the legislation which enabled the state to recover from the financial catastrophe of 1837, and preserve its good name in the sisterhood of states.



Mr. Arnold was born on November 30, 1813, at Hartwick, New York, the son of Dr. George Washington Arnold and Sophia Mason Arnold. He attended the district schools, and later the academy at Hartwick. When he was only fifteen years of age he was left to make his own way through school. His ambition was to become a lawyer, and he did not let poverty interfere. He did some copying in a surrogate's office; he taught school; when he began to read law, he ran errands for the lawyers; and when he had some knowledge of the law, he was permitted to try some cases before the justice of the peace. So well did he do his work that he was admitted to the bar of the State of New York when he was twenty-one years of age, and soon afterward was made the law partner of E. B. Moorehouse, in whose offices he had read law.

When he was twenty-three years of age Mr. Arnold came to Chicago and, with his New York license as authority, began the practice of law here in November, 1836, a year before Chicago was chartered as a city.

Mr. Arnold specialized in real estate law, and was especially skilled in handling abstracts of title, transfers and realty contracts. He got much work to do in the offices of Augustus Garrett, destined in later days to be mayor of Chicago, and such was the activity in real estate transfers that he often earned the sum of ten dollars in a single day—which was opulance in those times. He soon began to be known as a man skilled in the law and honorable in its practice, and within a year he was entrusted with the collection of notes and accounts.

So quickly did the people of Chicago learn to appreciate his qualities that Mr. Arnold was elected the first clerk of the city when it was chartered in 1837, but there was so much work and so little pay that he resigned to practice law in partnership with Mahlon D. Ogden. From that time forward his reputation was statewide, as he rode circuit in the neighboring counties and practiced before the U. S. courts and the state court at Springfield. He took part in most of the important trials of that day, and inevitably handled many cases of foreclosure during the financial panic.

Mr. Arnold was appointed master in chancery in April, 1841, but resigned the next year when nominated to the legislature. He served two years at Springfield, and after some years in private practice, was again elected in 1856.

He was elected to congress in 1860, and reelected in 1862. All through his service there he was directly back of Lincoln and his policies. The abolition of slavery in the District of Columbia, and later of the nation, were among the measures he advocated, and he introduced the original constitutional amendment on that subject.

Mr. Arnold was at work on a Life of Lincoln when the president was assassinated. He was well fitted for this task, for he had been one of Lincoln's warmest friends. He was in Washington, compiling papers on Lincoln, when the Great Fire of 1871 destroyed his Chicago property and he came back here to enter practice again and rebuild his fortune. He worked until his health failed in 1875 when he retired to private life, residing quietly here until his death.

Mr. Arnold was married on August 4, 1841, at Batavia, N. Y., to Miss Harriet Augusta Darrance, daughter of Dr. Trumbull Darrance of Batavia.

JOHN DEAN CATON

THE Supreme court had adjourned for the day —it was a summer afternoon in 1833—and two gentlemen in the frock coats and high hats of the period were strolling under the sycamores along the river bank, conversing in low, earnest tones. The elder of the two stooped slightly as he listened. He was the venerable Judge Lockwood of the Supreme bench.

"You seem to have," he said to the young man at his side, "an aptitude and a good deal of enthusiasm. You still have much to learn, but if you study hard, I guess you'll make it... I'll give you a license to practice in Illinois."

Thus it was that John Dean Caton, who had ridden horseback from Chicago to Pekin, to seek admission to the bar, was made a lawyer. Nine years later he was to sit on the Supreme bench with his examiner, whom in 1855 he succeeded as chief justice.

His first case, incidentally, was the first law suit in Chicago. The fledgling attorney was called on to prosecute a man accused of stealing $36 from a fellow lodger at the inn. As there was no jail at the time, the prisoner had been confined under a carpenter's bench until his arraignment before Squire Harmon who held court in an old laundry on the north side. So great were the crowds assembled for the trial, however, that it was adjourned to Wattle's tavern.

In a speech notable for its metaphor, the young prosecuting attorney dwelt on the enormity of the crime and painted a damaging picture of this serpent who had crept into Eden. The defendant was held for trial, but a "straw bail" gave him temporary liberty, and he took advantage of it to run away. With the $10 he received for his services, Mr. Caton paid his board bill which was in arrears.

Judge Caton's great grandfather, Robert Caton, had been born in England, had settled in Maryland, and was prominent in the colony before the Revolution. His grandfather, Robert Caton, Jr., born on the Maryland plantation in 1761, had joined the Continental army at the age of fourteen, and on being mustered out with a record of distinguished service, had made a homestead on the Hudson river.

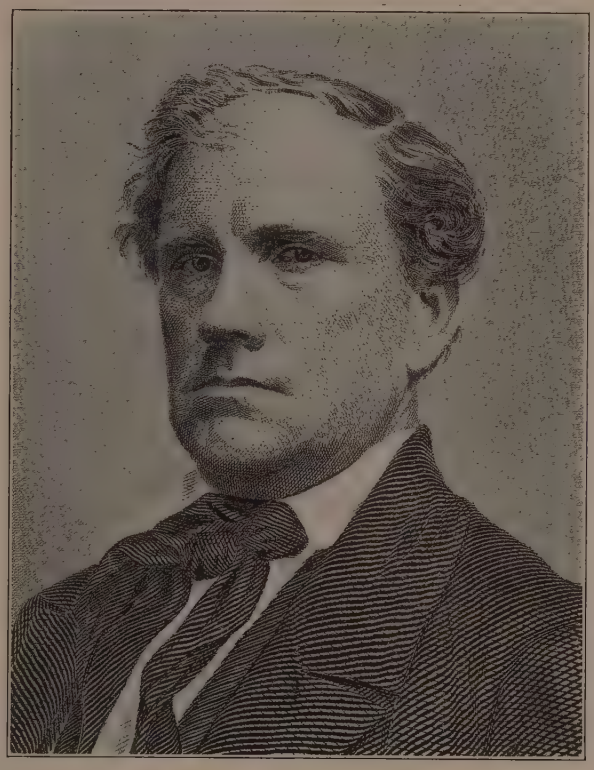
John Dean Caton, the fifteenth of sixteen children (his mother's third) was born at Monroe, Orange county, N. Y., March 19, 1812, his mother being Robert Caton's third wife. His father died three years after John's birth, and the lad was taken by his widowed mother to Oneida county, N. Y., where he attended the little red schoolhouse and, at the age of nine, went to work for a neighboring farmer at a monthly wage of $2.50. With his first month's wage he purchased a quarter of beef —a hunter home from the hills.

He was brought up a Quaker. He drifted westward to Chicago, to Buffalo by canal, then on the Sheldon Thompson to Detroit, thence by stage to Ann Arbor. He pushed his way westward by wagon to White Pigeon, where he met a cousin of his who induced him to come to Chicago. He arrived here on a lumber schooner, became acquainted with Stephen T. Logan (afterwards Abraham Lincoln's law partner), rented desk room and attic lodgings in the Temple building, studied law, and in 1834 was elected justice of the peace. Caton won over his opponent, Josiah C. Goodhue by a two-thirds majority out of 230 votes.

In 1842 he was appointed associate justice of the Illinois Supreme court and in 1855 was made chief justice. He resigned from the bench in 1864 and spent his later years in literary pursuits and foreign travels. His cottage, built in 1836, at Clinton and Harrison streets, was the first dwelling in the new "school section," and because of its isolation was known as the "prairie cottage." It was swept away by the great fire.

JOHN WENTWORTH

A YOUNG man six feet six inches tall, slender but obviously not tender, walked into Chicago on the morning of October 25, 1836, met a former classmate at Dartmouth College, smiled his winning smile that lighted his honest face into complete friendliness and was referred to the United States Hotel, where Mrs. John Murphy set before him one of her marvelous meals—meals that have made history. Before twelve months had passed the young man was an outstanding figure in the village—a member of the committee that decided to apply for a city charter. Before a decade had passed the young man was the most popular in the State of Illinois, and the most forceful. Before twenty years had passed he was famous the country over—one of the most powerful for good and the most colorful man in the colorful city of Chicago.



That young man was "Long John" Wentworth. He was destined to wield the greatest power of any editor in the Northwest, to be seven times elected to Congress, to become the most picturesque and one of the greatest mayors of Chicago and to go down in history as the city's most beloved political figure.

John Wentworth was all the way through an American. He came from colonial stock and was possessed of a daring pioneer spirit, a ready wit and blunt honesty. He was a devout believer in and warrior for democracy. His name brings up one other—another man who sprang to fame from the prairies of Illinois—Abraham Lincoln.

Books have been written about "Long John" Wentworth. He was born March 15, 1815, in Sandwich, Stafford County, New Hampshire, the son of Paul and Lydia (Cogswell) Wentworth. His father's family looked back with pride to a Wentworth powerful in England in 1066, and to John Wentworth, Jr., who was a member of the Continental Congress and a signer of the Articles of Confederation. His mother's father had been Colonel Amos Cogswell, who joined the Continental Army with General Washington under the elm at Cambridge, and brought his six brothers with him. His early education was in private and public schools of New England, including New Hampton Academy, where he organized a literary society and gained his early forensic skill. He was graduated from Dartmouth College in 1836, and much later in life returned there to be awarded the degree of LL. D.

John at 21 came West with $100, a mighty physique and a no less mighty mind. He rode coaches, "cars," canal boats and lake steamer to Detroit, where he couldn't find a "job." Then he rode a coach to Michigan City and walked the rest of the way to Chicago.

John Wentworth set out learning law in the office of Henry Moore but before a month was up he was editor of the Chicago Democrat. He soon bought the paper and during twenty-five years of his proprietorship it became the most influential in the Northwest. The winter of 1836-37 found him deliberating with "the city fathers" about a charter. He became corporation printer, school inspector, aide de camp to the governor; all in four years and completed his law course at Harvard and was admitted to the bar.

At twenty-eight he began his seven terms as Congressman. Returning to Chicago he was "unanimously nominated" for mayor by all parties combined and served two terms. He introduced the first steam fire engine named "Long John" in his honor. He served as a member of the state Board of Education and as chief of police.

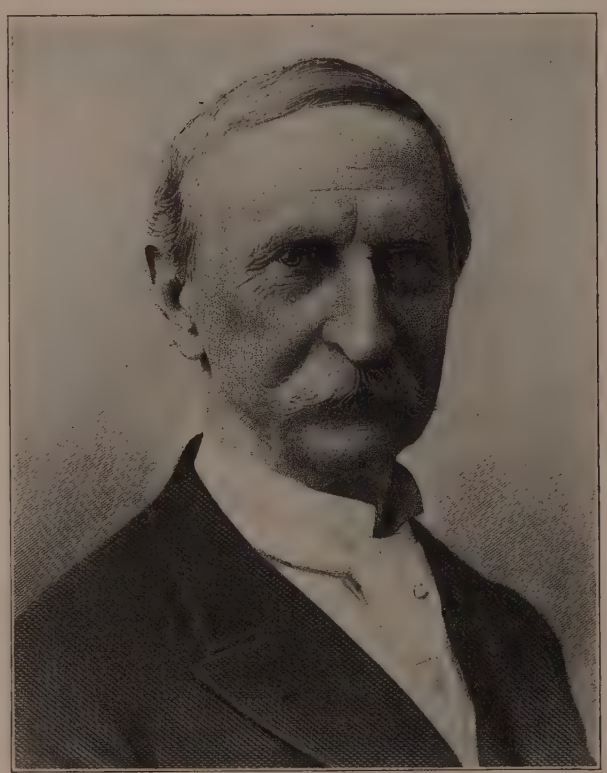
He retired in later years to his fine stock ranch at Summitt and wrote, among other things, "The Wentworth Genealogy, English and American."

He was married November 13, 1844, to Roxana Marie Loomis. Of five children only one, Roxana, grew to maturity. Mr. Wentworth passed away October 16, 1888, his body worn out by his hard life.

FERNANDO JONES

IN THE spring of 1835 William Jones brought his wife, daughter and son of 15, from Buffalo to Chicago, bought a piece of land near the forks of the river, built a log cabin and set up in the hardware business. The eager eyed boy was Fernando Jones, Chicago's "official old resident". He played then with the Pottawatomie Indian boys who came to the store and threw sticks at the ducks in the marsh, on the present site of the city hall.

Before he died Fernando Jones saw progress wave her magic wand over the swamp, saw great buildings rise up, heard the roar of millions of humans, the clatter of industry raising a wonder city.



And Fernando Jones, the beloved of the city that had grown up with him knew — though he seldom spoke of it—that he, perhaps, had saved that mecca from chaos. He with his marvelous photographic memory and his painstaking devotion to duty.

When the great fire swept Chicago, leaving a waste of ashes where an aspiring young city had been, it was Fernando Jones who supplied, out of his mind, the intricate titles of land, the records that had been burned with the city. What contending forces would have wrought had there been no mind such as Jones' for authority is hard to imagine.

Fernando Jones was born at Forestville, New York, May 26, 1820. He was the second child and oldest son. At four he was taken by his family to Buffalo and entered the public school where Millard Fillmore, a young teacher who was to become president of the United States, taught him the rudiments of learning.

Then came the voyage on a hardware laden sloop to the mouth of the Chicago river. Young Jones was fascinated. The red skinned Indian boys intrigued his young fancy so much that overnight, almost, he learned their language. How many walks on the prairies, how many duck hunting expeditions in swamps where sky scrapers now tower must have fed the romantic fancy of the little white lad and strengthened the bonds of concord between him and his Indian play fellows.

So well did the youngster learn the Indian tongue and mind that he became almost indispensable to the United States land office and when two years later young Jones went back to Canandaigua (New York) academy, he left a big gap. Lonesome, homesickness attacked him there and might have sent him back to the frontier town but another man who later loomed big in affairs of Illinois met him there and became his fast friend. It was Stephen A. Douglas. The friendship lasted until the statesman's death.

Back from school, Fernando went into the real estate business which his father had taken up, seeing the miraculous growth of the city, but ill health forced him to go South.

Restored to vigor Fernando Jones headed north again in two years, but this time to Jackson, Michigan, where he edited periodicals devoted to temperance, freedom and agricultural development. Shortly after he was back in Chicago and on his way to Rock Island to manage vast real estate holdings. There he met John D. Brown and the two planned the idea that was to be Jones' greatest single contribution to Chicago. For these two as Fernando Jones and Company undertook to put into book form the intricate involvements of land titles.

After the great tragedy of '71 Jones' firm was merged with others and ultimately became the Chicago Title & Trust company. He retired from active business and devoted himself to the passion of his later years—the keeping of the early days of Chicago fresh in the memory of its citizens.

On July 7, 1853, Mr. Jones married Jane Graham of Henry County, Ill. They had two children, Genevieve and Graham and their famous old home at 1834 Prairie avenue, became a social center. Mr. Jones died there November 8, 1911.

CALVIN DE WOLF

A BRAVE little band of Chicagoans met in a hall of the saloon building at Clark and Lake Streets in 1838 to declare against mob rule and deplore the murder of Lovejoy at Alton. One of them was a young school teacher, new to the little village in the muddy prairie. He kept glancing at the door where a guard kept watch to warn if the crowd learned of their meeting.

It was the first anti-slavery meeting in Chicago and the young teacher was Calvin De Wolf, whose ancestors had fought against the enslavements of humans by humans.

Years later that youngster was a hero, a man of affairs and one of the men who set the young giant Chicago growing in the right direction.

De Wolf, the son of Giles M. and Anna Spaulding De Wolf of New England stock had come to Chicago only a year before that secret meeting, without money, and without prospects other than those his vigorous body and mind could uncover. He saw the star of a brilliant future shining over the little village planted in the mud at the tip of Lake Michigan and he cast his destiny there.

Calvin De Wolf was born in Luzerne County, Pennsylvania, February 18, 1815. He was the eldest son of thirteen children. He labored hard on the farm through youth, followed intensely his father's teaching at home and the efforts of a Latin tutor and by the time he was 19, was teaching school himself.

After a course at Grand River Institute in Ohio, Calvin, at 21 landed in Chicago to make his way. The city offered him no work so he went to Hadley, Hardin County, to teach. A year later, he returned to Chicago and became principal of the Kinzie school.

He also at this time read law in the office of Giles Spring and Grant Goodrich, who later became superior judge. The Supreme Court admitted him to practice in 1844—a year which marked the first appearance of the Free Soil party. He also became secretary of the Anti-Slavery Society and active in the Anti-Slavery movement.

His sturdy will to work and his clear headed honesty won young De Wolf the friendship of most of the great men of that time. He practiced law for a good many years and became a partner of L. P. C. Freer under the firm name of Freer and De Wolf and afterwards with Judge Farwell under the name of Farwell and De Wolf. In 1854 he became justice of the peace, which was then an appointive office, and held that position for twenty-five consecutive years. His docket shows a total of 90,000 cases disposed of, a record for that time.

While serving as alderman from 1856 to 1858 he was chairman of the committee that revised the city ordinances and history credits him with devising many points of civic procedure used today.

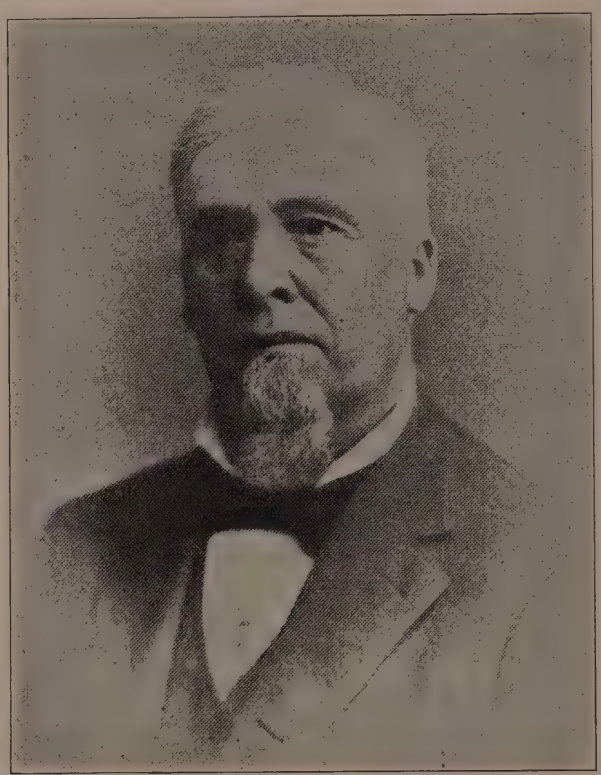
But acquirement of civic prominence, failed to budge him an inch from his abolitionist stand. He was one of the founders of the Western Citizen, that publication which became under the editorship of Z. Eastman a power in the West. Calvin De Wolf put conscience before man made law and was one of the band that helped the runaway negroes to safety. His house was a refuge for escaping slaves in the system known as the "Underground railway." In 1860 he was indicted for his part in helping a Negro girl to Canada to escape her master. The charge was later dropped at the order of President Lincoln.

The long suffering battle against public opinion was shared by Mrs. De Wolf, the former Miss Frances Kimball, who had become his wife in 1841 just as his battles became the most bitter. They had five children, one of whom, a daughter, died after having gone south to teach negroes.

Calvin De Wolf died November 28, 1899.

ELIJAH PEACOCK

WHEN Elijah Peacock came to Chicago in 1837 it was not the community of almost opulent wealth that we see about us today. Humble log houses and a rough mode of life was the rule then. But even thus early there was a desire for the better things. And so, when Elijah Peacock brought neat little gold and silver watches to replace the ponderous grandfather clocks that had hitherto been depended on for time-telling; when he brought precious stones, tastefully set, for the necks of the ladies of the Smart Set of those early days; when he brought Silver patterned after the English sets then in vogue, he was accorded the ready recognition that is Chicago's way with Quality.



Nineteen years old he was when he "set up shop" at 155½ Lake Street, but he was the son of William Peacock, jeweler of Huntington, England, and the grandson of a jeweler, thus thoroughly imbued with the traditions of his craft. His mother was Susanna Caldcott Peacock. He was also of the blood of William Peacock who had come from England in 1635 on the Pilgrim ship Hopewell and of Robert Peacock, Lord Mayor of York in 1570. And he was destined to become the father of a famous Chicago jeweler, and the grandfather of another, and the great grandfather of yet another. In these days of looser family ties and commercial opportunism hereditary influence in the choice of a vocation is faint indeed; but the splendid effect of imbibing the traditions and the unwritten laws of a craft is incontrovertibly exemplified in this family of jewelers in which a standard of quality has in each generation been handed down from father to son.

On Lake Street then did Elijah Peacock settle, and so well did he prosper that in time he numbered among his patrons the elite of the city: William B. Ogden the first mayor, Silas Cobb the saddler, the Warrens of Warrenville, John B. Drake of the Grand Pacific, and Cyrus H. McCormick the inventor of the reaper. As the center of Chicago's fashionable activity shifted, so also did the location of the Peacock establishment. In 1849, larger than ever, it was at 199 Randolph Street. Then, needless to say, it was far from being the imposing establishment that now graces the corner of State and Monroe Streets. But for that time—the same time that pioneers were wending their westward way in covered wagons and that the Fortyniners were wrestling from the California soil the gold that was, some of it, destined to find its way to Peacock's showcases in finely-tooled jewelry — for 1849 it was decidedly a shop of the finer sort.

The year following the opening of his store, Mr. Peacock was married to Miss Rebecka Haylock. The Peacocks had three children, Charles, Robert and Caroline. Years after the death of his first wife Mr. Peacock married again, his second wife being Miss Mary Kolze. They had three children, Frank, Ella and Edward.

In a way Elijah Peacock's name bids fair to become historic—at least in the annals of Chicago business. For he was certainly a pioneer in his field when he modestly set up his establishment as Jeweler and Watch Repairer. And it is probable that he placed his first advertisement in the old Chicago *Democrat* of April 5, 1841—an advertisement that has been followed by others in steady succession for nearly a century.

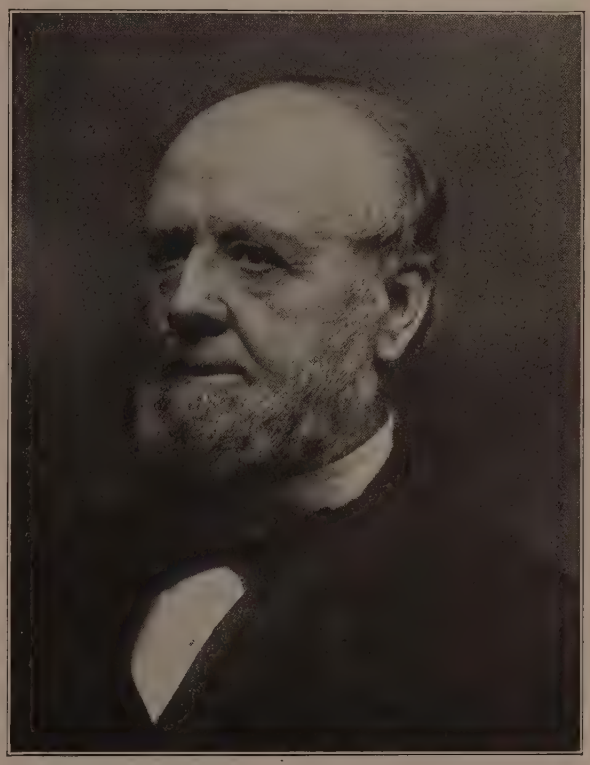
It was in 1837 that a small community of four thousand inhabitants obtained a city charter. In 1837 too, Elijah Peacock set up his business. Since then Chicago has grown from a collection of wooden structures to a metropolis of marble.

Today one enters Peacock's to make a purchase of something in silver. One finds an article particularly to one's taste and upon examining it finds the word "sterling" stamped on the base. Sterling! seems fittingly to describe the character of the founder of the Peacock business.

JONATHAN YOUNG SCAMMON

AMONG the names of pioneer Chicagoans that of Jonathan Young Scammon stands forth prominently for several reasons, chief among which was his work in promoting the entrance of railroads from the East and in organizing a system of western rail connections.

Mr. Scammon was born on July 27, 1812, in the present State of Maine (then Masachusetts), in the town of Whitefield. His father was the Honorable Eliakim Scammon and his mother, Joanna Young, was a daughter of David Young, a Revolutionary soldier. Mr. Scammon was educated at the Maine Wesleyan Seminary and at the Lincoln Academy. Later he studied at Colby University, whence he received his bachelor's degree and later an honorary L.L.D degree.



Graduating from college, he read law at Hallowell, becoming admitted to the bar in 1835 in Kennebec County. It was during a tour of observation through the Western States, which he made shortly after his admission to the bar, that Mr. Scammon arrived in Chicago in the autumn of 1835. As a favor to a friend who was deputy clerk of the Cook County courts, he consented to substitute for a time in this position. While in Chicago he keenly observed conditions here, becoming so impressed with the city's future that he decided to remain here.

Beginning the practice of law, he soon made a name for himself as barrister, becoming attorney for the well-known State Bank of Illinois in 1837. Two years later he was appointed reporter of the Supreme Court of Illinois, publishing the first volume of the court reports published in Chicago. In 1845 he relinquished this position in favor of private practice, becoming associated first with D. S. Morris and later with Norman B. Judd.

When the first railroad enterprise was organized in 1847 Mr. Scammon became actively interested in its promotion, exerting all his influence and efforts in favor of this line, the Galena and Chicago Union Railroad. Although his railroad and banking activities made sharp inroads on the pursuance of his legal career, Mr. Scammon continued as one of Chicago's leading lawyers: it was in his office that Robert Todd Lincoln later studied law. His firm, which included Ezra B. McCagg and Samuel W. Fuller, achieved fine prominence until the catastrophe of 1871 interfered.

Gradually abandoning his legal vocation, Mr. Scammon became greatly interested in much needed building after the Great Fire and in the organization of an adequate public school system. It was through his influence that a free school clause was inserted into the first charter granted to the City of Chicago. Due to his determined efforts as a citizen and a councilman, old schools were redeemed and new ones constructed, one of them becoming named the Scammon School. He was also interested in higher education; as a member of the Astronomical Society he contributed $30,000 for the construction of an observatory. He also founded the Hahnemann Hospital and was one of the originators of the Academy of Sciences.

Another of his notable accomplishments was the establishment of the Merchants National Bank, afterwards merged into the Illinois Merchants Trust Company.

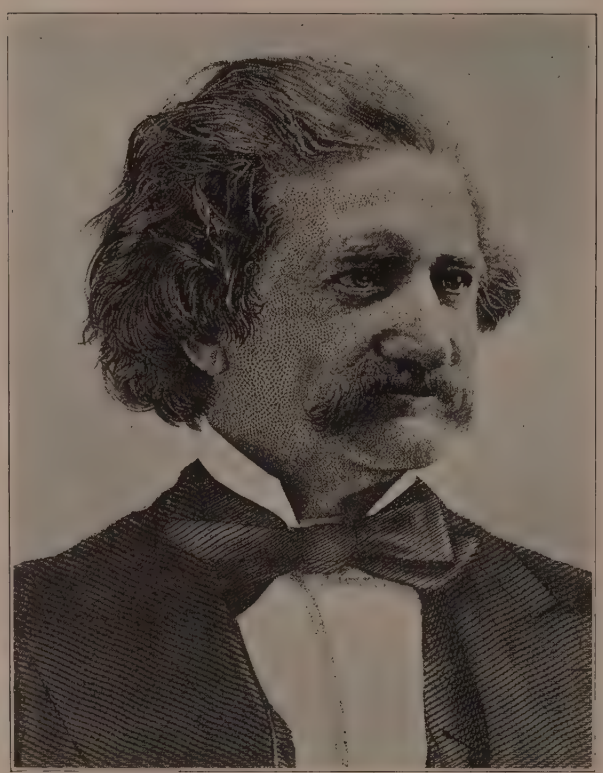
In his religion Mr. Scammon was a follower of Swedenborg, founding the Church of the New Jerusalem, of that faith in Chicago. He was a frequent contributor to the press, being also connected to some extent with the founding of the Tribune, the Journal, and the Inter-Ocean; of the latter he was for a time proprietor and editor-in-chief.

Mr. Scammon was married to Mary Ann Haven Dearborn, and some time after the death of his first wife, to Mrs. Gardiner Wright. There was one son, Charles Trufant Scammon. Mr. Scammon's death in 1876 left a serious gap in the ranks of the city's leaders.

THOMAS HOYNE

THE fame of Thomas Hoyne, pioneer lawyer of Chicago, rests securely on forty-six years of life before the public, in the most trying positions in war and peace, with the love and respect of all his fellow citizens.

He was one of the few men who could say that he had beaten Abraham Lincoln in a court trial. This occurred in 1853, when he had just been appointed United States attorney for the District of Illinois. His very first case in court was the prosecution of a mail robber, and Lincoln was the defense attorney. Mr. Hoyne convicted his man.



Thomas Hoyne was born of poor parents in New York City on February 11, 1817. He got his early schooling in St. Peter's parochial school, but at the age of thirteen his parents died and he was thrown on his own resources.

He was apprenticed to a manufacturer of fancy goods, and not only earned his living, but began to manifest the hunger his heart felt all his life for learning new things. He joined two night schools and studied in both, specializing in Greek and Latin. Also he joined a literary society and took part in debates as a preliminary training for the career in the law which was his ambition. It was in this society that he formed a friendship with George Manierre, an intimacy which lasted as long as they both lived.

When his apprenticeship was ended he got work in a law office where he had access to the library and pursued his studies.

About this time George Manierre came to Chicago, and at his urgent request young Hoyne came on and joined him in 1837. He soon got work at ten dollars a week in the office of the clerk of the Circuit Court.

The next year he taught in the public schools for a few months, and there made the acquaintance of "Long John" Wentworth, who was school inspector at that time. He kept up his law studies, and presently resigned from the school because it took too much of his time. He then read the law in the offices of J. Young Scammon until he was admitted to the bar.

In 1840, when he was 23 years of age, young Hoyne was elected city clerk of Chicago, and as such he drew up the first Thanksgiving Day proclamation ever issued in Chicago. The holiday that year of 1840 fell on December third.

From that time on Thomas Hoyne was constantly in the public eye, not so much because he sometimes ran for office, but because he was always doing things for Chicago. He was elected probate justice of the peace, and in 1853 was appointed United States attorney. Later he filled out the term of a United States marshal who had been removed.

John Wentworth, mayor, congressman and foremost citizen for almost a generation, said of him:

"Chicago has not had an abler man than Thomas Hoyne. He was always a man for an emergency, abounding in moral courage, and having public confidence at his back. The people could ever trust Thomas Hoyne, and he never abused his trust."

One of his hobbies was assisting struggling young men to study law, and he gave $5,000 toward the founding of the chair of international and constitutional law at the old University of Chicago.

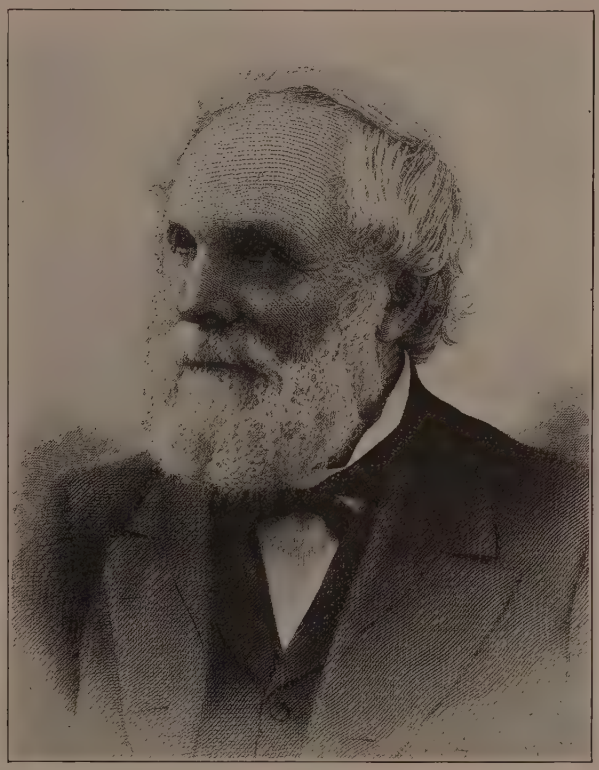
His love of country outweighed all political considerations, and throughout the Civil War he was known as one of the most able and active of the "War Democrats," upholding the policies of his personal friend, Abraham Lincoln. And when Lincoln was slain, Mr. Hoyne was one of the escort which brought the body to Chicago to lie in state.

He was married, September 17, 1840, to Miss Leonora M. Temple, daughter of Dr. John T. Temple and wife of Chicago. Their grandsons, Thomas Temple Hoyne and Maclay Hoyne, are both prominent in Chicago today.

LEMUEL COVELL PAINE FREER

CHICAGO is a long way from the Ohio river, but in the ante-bellum days it provided one of the stations of the "underground railway" by means of which unhappy negro slaves made their perilous way from the South to Canada. One of the operatives of the "underground" was a Chicago lawyer, Lemuel Covell Paine Freer, a fearless anti-slavery man and a friend of the oppressed.

Throughout the bitter agitation between North and South, Mr. Freer was a champion of human rights. He was associated in the emancipation movement with such men as Wendell Phillips, William Lloyd Garrison, Gerrit Smith, Parker Pillsbury, Salmon P. Chase, Frederick Douglas, Henry Bibb, and other abolitionists.



His activities in the cause of freedom led at one time to a price being placed on his head by one of the southern states. He aided many a runaway negro to escape, and is said once to have chased a slave-catcher half way across the state.

His name appears as a signer to the call for a public meeting held January 5, 1861, to consider the war situation, and he was among the first to enlist in the famous regiment of Chicago home guards.

Mr. Freer came to Chicago in 1836, a youngster of twenty-two, with a young wife, nee Esther Wickes Marble, no money and no prospects. He had gone through the common schools of his native village, North East, Dutchess county, N. Y., supplemented his education by reading, served an apprenticeship with his father in the tanning business, taught school, and clerked in a country store.

He tried to establish himself as a trader, but met with failure, and retired to a small farm near Bourbonnais Grove, where he built a house with his own hands.

This venture proving equally unprofitable, he decided to return to Chicago and become a lawyer. Entering the office of Henry Brown, he managed to make both ends meet by handling justice cases and collections. He was admitted to the bar in 1840 and not long afterward was appointed master in chancery by Judge George Manierre of the Circuit court. His duties were arduous. There were no court stenographers in those days and the lengthy proceedings, especially in the interminable land litigations, had to be recorded in longhand.

Aside from his duties as a master he conducted a growing law business, specializing in real estate transactions and questions of land titles. This was the period of the land boom in Chicago. Real estate values often quadrupled overnight, and there was a fever of speculation. He had all the business he could attend to.

His knowledge of land values enabled him to make judicious investments on his own account, and it was not long before his fortune assumed impressive proportions. He achieved an enviable reputation for honorable dealing, and earned the undying gratitude of many young men to whom he gave a leg up in business.

Mr. Freer's first law partner was Calvin De Wolf. He entered into a second partnership with John A. Wilson, and a third with George A. Ingalls.

The wife of his pioneer days lived to enjoy more than forty years of happy companionship, and in 1878, several years after her death, Mr. Freer married a second time, his bride being Antoinette Whitlock.

Mr. Freer was born September 18, 1813, the son of Elias and Mary Paine Freer, who removed during the 30's from central New York to Will county, Illinois.

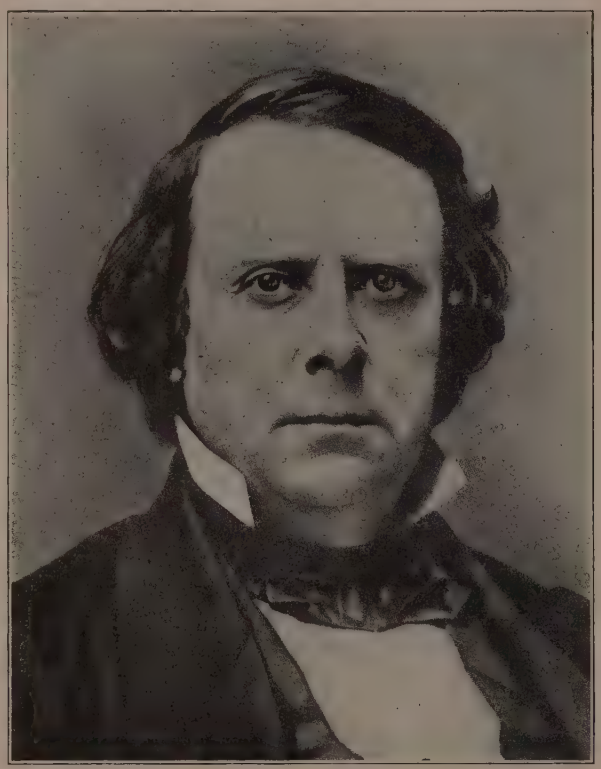
For more than half a century he was identified with the progress of Chicago. He served for many years as president of the board of trustees of Rush Medical college, and found his chief recreation among the books of his private library.

His death occurred August 14, 1892, in his Michigan avenue home.

GEORGE MANIERRE

LINCOLN PARK owes its origin in part to George Manierre, for he was one of the original six who signed the ordinance that provided for setting aside the north sixty acres as a public park, known the world over for its spacious beauty, on June 13, 1864. Throughout Mr. Manierre's whole career he has been identified with projects of similar significance.

About 1680 the first Manierre emigrated from the western part of Normandy to America, landing at New London, Connecticut. This was during the reign of Louis XIV, when the Huguenots left France. The next three generations were born here, and George Manierre was born in 1817. When but a small boy of fourteen his widowed mother with her two sons went to New York. When he died on May 21, 1863, he was survived by his wife and four sons, George, William, Benjamin and Edward, and to them was left the memory of a husband and father who, by his deeds, had inspired all those with whom he came in contact.



A banker's office was the scene of his first endeavors, and after a short period he entered the law office of Judge John Brinckerhoff, earnestly entering upon the study of the profession in which he was to obtain such high recognition. Although never having received the benefits that are gained through a college education, he displayed a marked literary ability. At the age of seventeen he became a contributor to the New York Mirror and many of his contributions were copied from time to time in many of the leading periodicals and newspapers of that period. Along with Horace Greeley, Judge Charles P. Daly, Elijah Ward and Hon. William B. Maclay, he was a member of the justly famous literary Association. At this time, as all through his life, he was an ambitious student and a reader who delved into all the volumes he could possibly obtain, both past and present. His particular fancy led him into the realms of historical, biographical and poetical works, and all available material pertaining to the science of government and political economy was a field of knowledge in which he eagerly gleaned.

Eighteen thirty-five in Chicago's growth was not a particularly favorable period, but it was at this time that the young law student started his career on his way to fame. To the spectator it would have seemed almost impossible, for Chicago's population was estimated at about a thousand. Poverty was visible and unrestrained, but to those who had vision it was a land of promise; and young Mr. Manierre had courage to undertake whatever was proposed as necessary.

J. Young Scammon, the friend of many young men, was his first employer here, and upon his resignation as Chief Deputy of Cook County Mr. Manierre was recommended for the position and received it. His admittance to the bar took place in 1840, and in 1844 he was elected City Attorney, serving one term. He served one term in the City Council as Alderman of the First Ward, devoting his energies and time to the reorganization of the Chicago Public School system. With additional duties as Editor of the Chicago Democrat he had little leisure to do anything for himself, being constantly employed in the execution of his numerous activities. From 1849 to 1855 he was sole master in chancery for Cook County, receiving his appointment from Judge Hugh T. Dickey; in 1855 he was elected to the bench. As he was intensely interested and active in the immediate establishment of public schools having an adequate support, he consented to serve as school commissioner from 1844 to 1852.

Politically Mr. Manierre was a Democrat, but the Free Soil party was also the recipient of his sympathies; and many bewildered fugitive slaves who were entangled with the law had the benefit of his wisdom. It is through just such actions that his record as a jurist will perpetuate his memory.

LAMBERT TREE

CHICAGO has no more illustrious heritage than the life record of Judge Lambert Tree, lawyer, magistrate and diplomat, whose distinguished service as minister to Belgium and minister to Russia forms a chapter in the history of the nation.

His courage as a judge was put to test shortly after his elevation to the Circuit bench in 1870. The city council at that time was shot through with corruption, and the "gray wolves" who fattened on bribery and graft were fortified by seeming immunity.

A special grand jury had been called to investigate the charges, and it was Judge Tree's duty to charge this body to investigate the matter thoroughly and to indict fearlessly any alderman shown to have been guilty of criminal practices. The result was the indictment, trial, conviction and punishment of many members of the city council in one of the most relentless clean-ups Chicago has ever known.

Judge Tree, who was born in Washington, D. C., November 29, 1832, came of colonial and revolutionary stock, two of his great-grandfathers having been officers of the colonial army.

He received a classical education and read law for two years in the office of James Mandeville Carlisle, a leader of the Washington bar. Completing his studies at the University of Virginia, he was admitted to the bar in 1855, and a few years later came to Chicago to practice. Because of his profound legal knowledge as well as his innate courtesy and tact, his advance was rapid. In 1864 he was elected president of the Chicago Law Institute, and in 1870 he was chosen a judge of the Circuit court. Reelected, and with four more years of his second term to serve, he resigned in 1875 and spent several years in European travel. While still in Europe, he was nominated for Congress on the Democratic ticket, but declined the honor. His name, however, was retained upon the ticket and a large number of votes were cast for him, but hardly enough to elect him. In 1882 he again received the nomination, and again failed of election, the district being a Republican stronghold.

His contest with Gen. John A. Logan for the United States senatorship was a memorable one. Judge Tree, the unanimous selection of the Democrats in the Illinois general assembly against the popular Republican candidate, who had been Blaine's running mate in the national election, was defeated after a spirited campaign by a single vote.

He had been a delegate to the Democratic national convention at which Cleveland was nominated, and in 1885 was appointed by President Cleveland minister to Belgium. During his ministry he represented the government in several international conferences and participated in the execution of several important treaties, one providing for the exchange of parliamentary and other public documents among the nations of Europe; another providing for the establishment of an international bureau for the translation and publication of custom's tariffs.

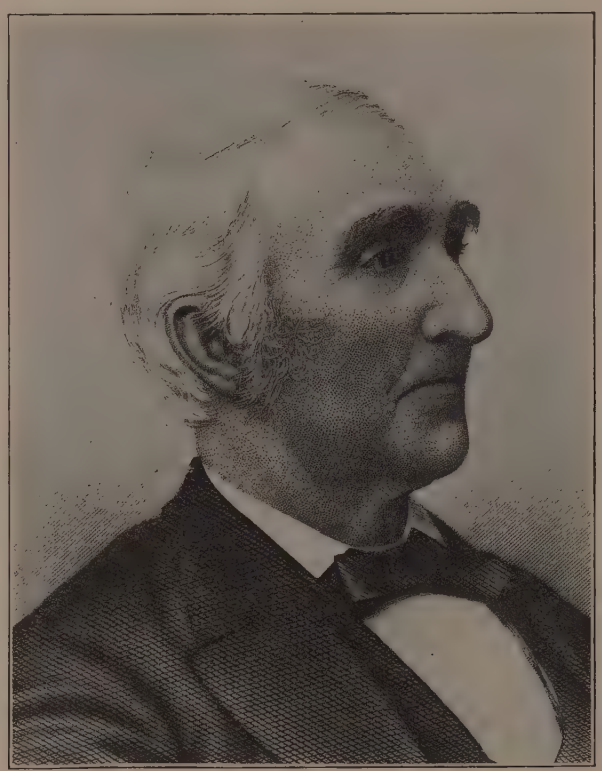
He was a delegate also to the international congress for the reform of commercial and maritime law at Brussels in 1888. It was during his residence in Brussels that he commissioned Count De Lalaing, an eminent Belgian sculptor, to execute in bronze the graceful statue of La Salle which he donated to Lincoln park.

In September, 1888, Judge Tree was promoted to the post of minister to Russia, but after a few months resigned his mission and returned to Chicago with the intention of devoting himself to his private affairs.

But he was not to retire to private life so easily. In 1891 he was called on by President Harrison to take part in the International Monetary conference at Washington which had for its object the fostering of commerce among the Pan-American nations by agreeing on a uniform coinage. He died in 1910.

MATTHEW LAFLIN

MATTHEW LAFLIN was one of those hardy souls who never felt fear in leaving the beaten path; who was willing to leave old places for new and take a chance where the stakes were high. He came to Chicago when it was little more than Fort Dearborn and for six decades lived and prospered here. He established the first stock yards here, was a promoter of the waterworks, conducted a real estate business and had his hand in most every development of the city.



Matthew Laflin, whose name will live as long as Chicago exists, was born in Southwick Hampden County, December 16, 1803. He came of a Scotch-Irish family that was founded in America by an elder Charles Laflin. He brought to the broad fields of the Middle West the sagacity of the Scotch, the quickness of the Irish and the energy of the Yankee. His father was Matthew Laflin, his mother, Lydia Rising of English lineage.

Attending the public schools of his home town until he was fifteen years old, young Matthew then entered Holyoke academy and upon completing his education there became a clerk in the little store that an older brother had opened in Lee, Massachusetts. Upon reaching majority he entered into partnership with another brother in the gun powder business, which he had learned from his father and drove a wagon through Massachusetts selling his ware. A year later he became part owner of the powder mills at Canton, Connecticut. Seven years later he sold out and opened mills in New York and while there heard of the building of the Illinois Michigan canal.

Coming west in the hope of selling powder for the blasting work in the canal, he was quick to realize the possibilities the new country offered and decided to identify himself with the growing area. He settled here as the western representative of the Saugerties Powder Mills in 1837.

Branches of the company were soon formed in St. Louis, Milwaukee and Janesville, Wisconsin, and under Mr. Laflin's able management the business grew to amazing proportions. In 1840 he admitted Solomon A. Smith, who later became the banker, as a partner and later the firm name was changed to Laflin, Smith & Boles.

The business continued to prosper and to increase its already substantial proportions, but Mr. Laflin had invested early in real estate and his holdings began to demand most of his time. He finally sold out and turned his keen business mind exclusively to the problems of land and buildings.

With an original investment of nine hundred dollars, Mr. Laflin staked all on the future of Chicago. At one time he owned more than 140 acres within the city limits. He subdivided, he organized the first bus line in Chicago. He built the first stock yards in 1851. He built the old plank road known as Blue Island road and charged users of it a toll fee, making a small fortune in the deal. He was one of the company that organized the water works, building a pine reservoir at the foot of Lake Street. He saved the Elgin Watch Company from failure by a timely investment and made another fortune there. He was a promoter of Waukesha, Wis.

Mr. Laflin was married to Henriette Hinman in 1827, long before he came to Chicago. They had three children: George Hinman and Georgianna, twins, and Lucurgus. The daughter died in infancy, soon after Mrs. Laflin passed away. Later Mr. Laflin married Miss Catherine King, also of New England.

He gave to Chicago the Laflin Memorial, the Academy of Sciences in Lincoln Park. He died May 21, 1897, having seen Chicago grow from Fort Dearborn to the Columbian Exposition.

JOHN BLAKE RICE

WHEN Chicago was a small and struggling city there was a conviction, on the part of many persons who otherwise were of sound judgment, that whatever was connected with the theater was, per se, wicked, immoral, utterly bad, and to be discouraged by whatever means were available. If John Blake Rice had done nothing else than disprove, by his own life and works, this fallacy, he would still have been a valuable citizen.

But he did vastly more. Not only did he and his splendid wife give the self-conscious young city clean and enjoyable drama, but he set an example of courage and steadfastness in the face of financial ruin, of good citizenship when others were self-seeking, and of administrative talent in days when it was much needed. Moreover, he gave to his country his only son, who fell on the field of battle, and he left five estimable daughters who became wives to five of the foremost citizens.

It was on May 28, 1809, that John Blake Rice was born at Easton, Maryland. From boyhood he had a musical voice and a love for things theatrical, and especially loved to imitate old men. While he was still a lad he determined to develop his talents in this direction, and become an actor.

It was in such a part—the uncle in "George Barnwell"—that he made his first public appearance on the stage. That was in Annapolis, Maryland, in 1829, when he was twenty years of age. For a number of years he played with various companies in Philadelphia, Boston and other cities, and made one tour of the West Indies. Steadily he gained a reputation both as a sterling actor, and as a dependable and upright man.

While he was playing in Philadelphia, he married Miss Mary Ann Warren, daughter of William Warren, an actor of good reputation, and at that time manager of the theater in which Mr. Rice was playing. Indeed the Warrens were a theatrical family. The bride's sister was the wife of the famous comedian, Dan Marble, and a relative of the famous Joseph Jefferson; her brother, William Warren, Jr., was a comedian at the Boston Museum; and another brother, Harry Warren, was connected with the theater in an administrative capacity.

Soon after their marriage, Mr. and Mrs. Rice removed to Buffalo, where they lived for eight years. In the summer months Mr. Rice managed a Buffalo theater; in winter he had charge of a house at Albany, New York.

Then began his Chicago career. Coming to this city in 1847, Mr. Rice saw at once the possibilities of conducting a good theater here, in spite of the opposition of some church interests. In the year of his arrival he built Rice's Theater, the first building ever erected for theatrical purposes. It stood on the south side of Randolph Street, a little east of Dearborn Street. Its dimensions were forty by eighty feet, and it was built of wood. The city had no gas, nor even kerosene—nothing but little lard-burning lamps.

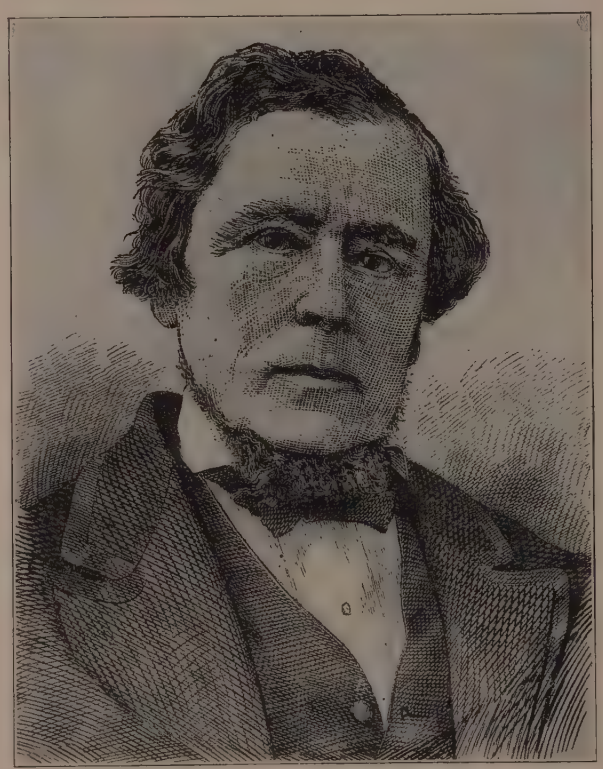
To this, Chicago's first theater, Mr. Rice brought such famous stars as James Murdock and Mrs. Drew, who played together in "Hamlet" while Mr. Rice himself played the part of Polonius; Junius Brutus Booth in his Shakespearian roles; Dan Marble the famous comedian; Julia Dean, Maggie Mitchell, who made her first appearance here; F. S. Chanfrau, Barney Williams, W. J. Florence, John Brougham, Sir William Don, Charlotte Cushman, Dion Bouccicault, Agnes Robertson, G. V. Brooke, and many others famous in those and in later days, and finally James Hubert McVicker and his wife—the McVicker who took up the torch which Mr. Rice passed to him, and carried on until the theater was firmly established in Chicago for all time.

Mr. Rice served two terms as mayor of Chicago, and was in his first term as congressman from Illinois when he died.

ROBERT FERGUS

THIS sturdy son of Caledonia may well be entitled the father of the printing industry in Chicago. He came here on July 1, 1839, only two years after Chicago had been chartered as a city, and set up a printing shop, and through all the long years of a busy life he was one of Chicago's foremost printers.

He was born on August 14, 1815, this pioneer of Chicago, at Glasgow, Scotland, the youngest son of John Fergus and Margaret Patterson Aitken Fergus. He got his schooling at a small school kept at the village of Maryhill, and after that he had a year in a commercial school in Glasgow.



When he was fifteen years of age his formal schooling ended, and he was apprenticed to a famous old Glasgow printing house, in which were associated Robert Hutchinson, George Bookman, William Lang, John Blackie and Alexander Fullerton. Three years later, while Bobbie Fergus was still an apprentice, the firm dissolved. In the re-arrangement he was placed with George Bookman, with whose apprentice son Fergus had been working at the cases. He completed his apprenticeship, and it was a most thorough one.

In those days it meant something to be a journeyman printer in Scotland, for the novice was compelled to learn his trade in the most thorough manner. When he had completed his term he was a first class printer in every respect, and this included a pretty thorough knowledge not only of English at its best, but French and other Romance languages.

All his life Robert Fergus was proud that, while he was serving at the printer's case, he set up in type portions of the original manuscripts of Sir Walter Scott, including his "Lay of the Last Minstrel," "Marmion," and "Lady of the Lake." The marvelous novelist was just coming into his fame at that time, and young Fergus committed to memory long passages of his works. Also he helped to put into type the French, Spanish and Italian dictionaries of F. Meadows. This familiarity with literature grew and grew as he became older. One of his greatest favorites was Robert Burns, and few men of any time have been more familiar with every line that eccentric genius wrote. He began early to collect the works of the best Scotch authors, and in his later years in Chicago his library was a treat to the friends who were permitted to see it.

But Robert Fergus was of too adventurous a mind to remain all his life in Scotland. Early in the year he met again one Francis Metcalf with whom he formerly had been well acquainted. Metcalf had just returned from America, and gave him a glowing account of the advantages offered by the town of Milwaukee. This so fired young Fergus' imagination that he started almost immediately on a voyage across the Atlantic. As he sailed out of Glasgow he passed, then on the stocks and not yet ready for launching, the "Royal Sovereign," the first iron ship ever built on the Clyde.

Coming by way of New York, Albany, Buffalo, and by lake steamer to Milwaukee, he landed there, and at once set about making a business connection. He tried to join forces with Harrison Reed, who owned the Milwaukee Sentinel, but he refused to pay $800 for a half interest in that newspaper. Also he refused to become manager at a salary of $520 a year, thinking he could do better in business for himself.

So he came down to Chicago, where he thought there was better opportunity for a man to make an independent career for himself.

Mr. Fergus was married before he left Scotland. His bride was Miss Margaret Whitehead Scott, whose father, James Scott, was a merchant weaver, a burgess and freeman of the City of Glasgow, which made him a man of much prominence and considerable power. To them were born five children—George Harris, John Bowman, Walter Scott, Benjamin Franklin and Jessie Margaret.

FERDINAND WYTHE PECK

FERDINAND WYTHE PECK may be considered a splendid example of one who not only received educational and environmental advantages from Chicago, but who also returned full value received with interest. Chicago was not to him, as unfortunately it has been to so many, merely a background from which his individuality might shine forth, but it was his home and as such was honored and loved by him.

Mr. Peck was born in Chicago on July 15, 1848. He was the youngest son of Philip F. W. and Mary Kent Wythe Peck, who were among the earliest residents of the city. His father being a wealthy merchant, Mr. Peck was not faced with the necessity of earning his own living, and therefore it is even more to his credit that he applied himself with such zeal to the acquirement of a good education and later to the profession which he chose. His earlier schooling he received in the city schools and at the High School. He then went to the Chicago University and finished at the Union College of Law. Upon being admitted to the bar, he immediately began the practice of law. His business grew and flourished and he was assured of much greater success, but the large estate which his father had left demanded the attention of the sons to whom it had been willed; and so Mr. Peck bade farewell to his law career and devoted himself entirely to property interests. Owing to his wise management these interests enjoyed a security and prosperity which contributed notably to their furtherance.

Mr. Peck was not only a lover of music and art but he always helped to advance any projects in connection with them. He sponsored numerous enterprises, especially those which would bring to the masses any type of cultural uplift. For Mr. Peck was very democratic in his ideas and very sympathetic towards the man who could not afford to indulge his propensities in the direction of culture without pecuniary aid from such public-spirited altruists as Mr. Peck.

As a forerunner of his great achievement which was to come, he was president of the Opera Festival which was held in Chicago in 1885. This festival gave to the people of Chicago the finest musical and dramatic entertainment it ever had been offered. Seizing upon the enthusiasm which the people exhibited as a reason for materializing his dream, he organized the Auditorium Association, of which he was unanimously elected president. Finally, his glorious dream came true, and due chiefly to his tremendous efforts, the most magnificent structure of its kind was erected, the gathering place of those who came to worship in a temple dedicated to art. The expenditure is mentioned merely to show the magnitude of the undertaking; the cost was $3,500,000, at that time far more imposing a figure than it would be today. The formal dedication was an outstanding event in the history of Chicago. It was so portentious an occasion that the President of the United States graced the occasion with his presence.

Among other responsible positions which he held in public affairs were those of chairman of the finance committee of the World's Columbian Exposition, president of the Chicago Athenaeum, and of the Union League Club, and vice-president of the Board of Education of Chicago.

In 1870 Mr. Peck married Miss Tilla Spalding, daughter of W. A. Spalding of Chicago. To them were born four sons and two daughters.

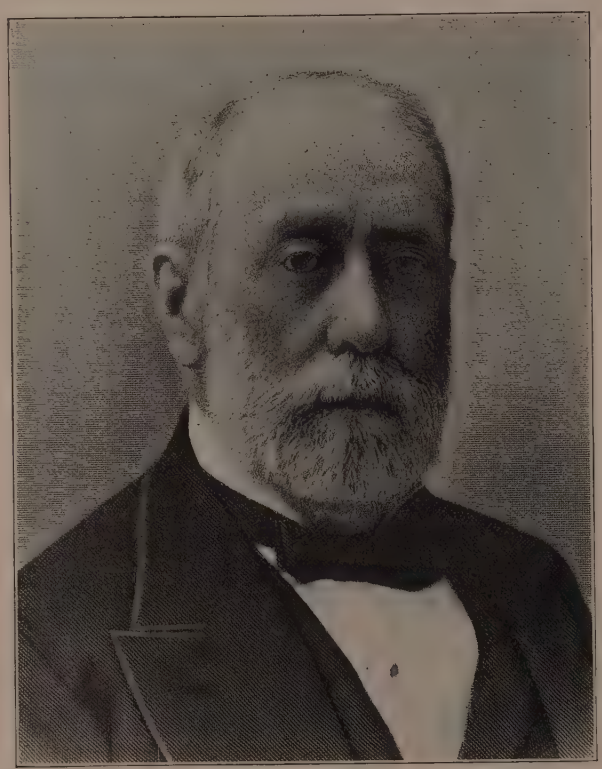
His summer home was maintained at Oconomowoc, Wisconsin.

Ferdinand Peck died on November 4, 1924. The Auditorium has always been the material monument to his splendid energy, but if it should some day no longer be there the memory of its glory will never fail to impress those in whom is found the appreciation of a noble accomplishment.

CHAUNCEY BUCKLEY BLAIR

THE name Chauncey Blair to old Chicagoans and to all who knew him stands for the quintessence of honesty, courage, and industry, a combination quite unique and admirable. This man made for himself a reputation in the banking world of Chicago that was irreproachable in every way and that was a guarantee in itself to any who had dealings with him.

Chauncey Buckley Blair was born on June 18, 1810, in the town of Blanford, Mass. His father Samuel Blair, also born there, was the great-grandson of Robert who left Scotland in 1718 for this country. His mother Hannah Frary, daughter of Jonathan Frary, could trace her own family's immigration to about the same time. In 1814 the family moved to Cortland County, New York, from whence Chauncey returned at the age of eleven to work for an uncle back in Blanford. When he became of age he went back to his family in New York with the money he had saved from his diligent labor. Being of a very strong body, and ambitious nature he decided to try his fortunes in the West, for which he set forth in 1835. For two years he was engaged in land dealings, which profited him much, roaming the prairies on horseback. In 1837, owing to an act of the president which put a stop to this business, he and his brother opened up a store in Michigan City. They were very enterprising and it was they who built the first pier and grain warehouses on the eastern shore of the lake. It was they also who first built the roads and established the bank with the Union Plank Road Company. Owing to his successful management of that bank he decided to buy an interest in the State Bank of Indiana of which he later became president. For a long time his whole attention was focused here, and his achievement was providential for the people of Northern Indiana. Wishing to broaden his business he began to consider different places. His friend Hugh McCulloch, secretary of treasury, finally prevailed upon him to choose Chicago. It was with difficulty however, that he did persuade him for Mr. Blair with creditable modesty did not think himself equal to it. In 1861 he opened a private banking house. Owing to the war at this time money conditions were very uncertain. But Chauncey Blair's mind never was. He always acted with the greatest precision and foresight. In 1865 he founded the Merchant's National Bank of Chicago, of which he was president until the time of his death. During the time of the fire, in spite of opportunities for acting otherwise, he kept faith with his creditors, and never once in its existence, and during all the financial crises through which he steered it bravely, did the Merchant's National Bank fail to meet its obligations promptly.

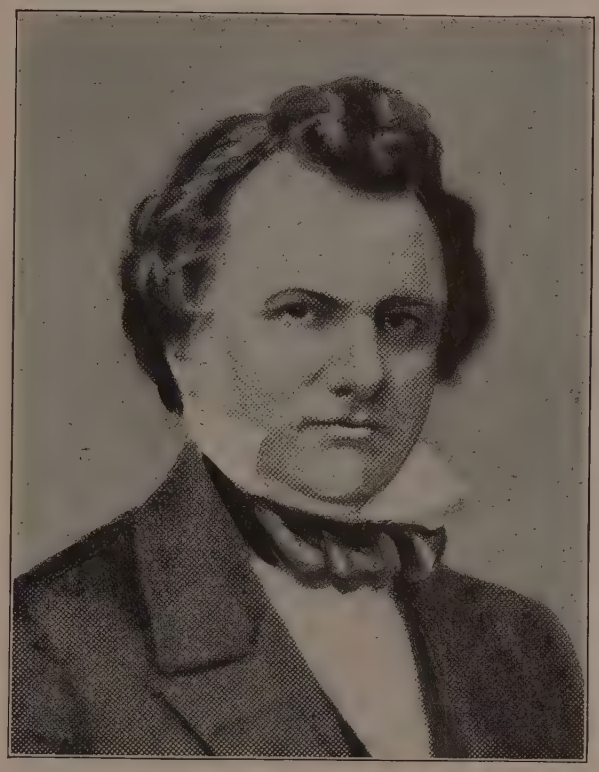


Mr. Blair was married in 1844 to Miss Caroline O. De Groff of Michigan City, Indiana. Mrs. Blair died in 1867. Of the six children that were born to them, two, George G. and William S. died. The others have been Chicago residents. The sons were: Chauncey J., Henry A., and Watson F., while his daughter, Harriet O. is the widow of John Borland, who died in 1881. From the time of her husband's death until that of her father's she presided over the latter's household.

Mr. Blair died on January 3, 1891, in Chicago. Although he was not particularly interested in social life he left a multitude of friends and admirers. Always charitable and generous, many have cause to bless him as the author of their good fortune. He said that for everything he achieved he was indebted to his ancestors, who endowed him with the integrity of spirit and the courage of his convictions which he possessed to the utmost degree. He was, as all who had the privilege of knowing him will testify, a most representative banker, Chicagoan, and American, and his name will remain long in Chicago's history.

STEPHEN ARNOLD DOUGLAS

A SHORT little man stepped into Chicago one night in the heat of the "Squatter Sovereignty" row and was met by a howling mob, crazed almost to the point of killing. Though "he might have travelled from Boston to Chicago by the light of his blazing effigies," he had a mighty voice and he used it. For four hours that mighty voice was flung out by the little man, shouting reason, pleading with eloquence, screaming invective. No one listened. He retired. Later he came back, met the same mob, and talked it into reason.



The short man with the mighty voice was Senator Stephen A. Douglas of Illinois, the "Little Giant." He was used to such hearty opposition. He had met it once before in Chicago in 1850, when the city council had passed resolutions enjoining the police to ignore the federal fugitive slave law. Douglas had met violent popular emotion then and again he had won for the cause of unity and had defeated mob rule.

No wonder Stephen A. Douglas has left a deep mark on Chicago. No wonder one of the city's exquisite parks carries his name and no wonder thousands remember him as they pass the Stephen A. Douglas monument on the near south lake front. For those two incidents alone would have etched Douglas deep in the city's history and he was yet to meet, in Chicago and elsewhere in Illinois, Abraham Lincoln in those debates that have become national history.

Stephen A. Douglas fought poverty and a lack of educational chances in his youth—fought hard and won. In manhood he fought hard to avert civil war and lived just long enough to see the first great tragedies of that conflict.

Stephen A. Douglas was born April 23, 1813, at Brandon, Vermont, the son of a prominent physician of New York. His father died suddenly of apoplexy when Stephen was an infant and his mother, who lived on to witness her son's greatness, took him with his sister, 18 months older, to her brother's farm near Brandon. During his boyhood Douglas worked on the farm nine months and went to school three months each year. But his hunger for knowledge drove him in his fifteenth year to apprentice himself to a cabinet maker and after a year and a half he had saved enough to attend the academy at Brandon.

His mother having married again, he moved with her to the new home and studied in the academy at Canandaigua, New York, where he also began reading law. Early in 1833 he came west and after sickness in Cleveland and wanderings to St. Louis, he found an odd job, as auctioneer's clerk in Winchester, Ill. He had created such a favorable impression there that he opened a school and continued to read law. In 1834 he had obtained a license from the Supreme Court to practice law and had opened an office in Jacksonville.

Before he was 21 he had been elected attorney general by the state legislature, and despite the reputation he later gained as a bit of a boaster, he explained that it was the vicious attacks of his enemies and the faith of his friends that won him his spectacular rise so early in life. In 1835 he was elected to the legislature, where he gained the name of "Little Giant" through his prowess. He was registrar of the land office in 1837 and resigned that post to run for Congress, being defeated by five votes.

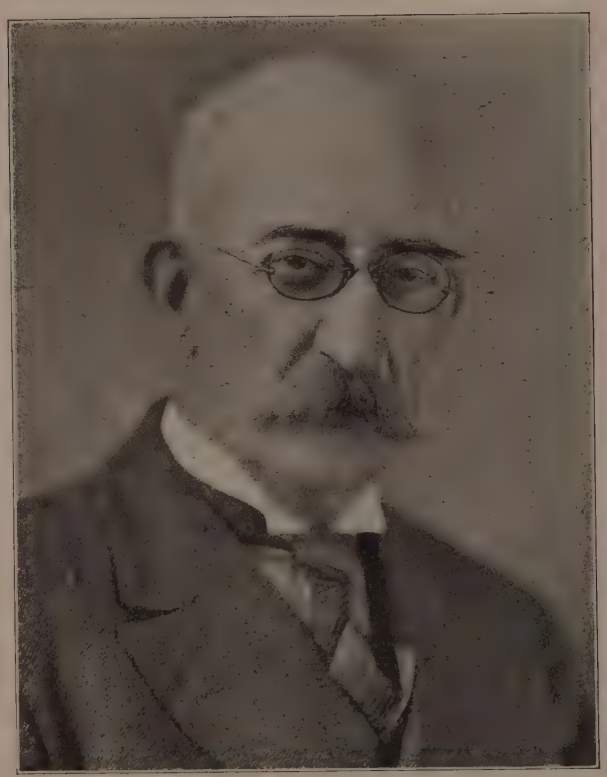
Douglas' later career is American history. It cannot with justice be condemned. In 1847 he was married to Martha, daughter of Colonel Robert Martin of Rockingham county, North Carolina. She died in 1853 and in November 1856 he married Adele Cutts of Washington, D. C., who after his death became the wife of General Robert Williams.

Douglas, in the last months before the war, was one of the mighty friends of the Union. His name is enshrined, not only in the annals of Illinois along with that of the Great Emancipator, but in those of the nation as well.

FRANK GILBERT HOYNE

THE son of one of Chicago's founders Frank G. Hoyne has understood and loved this city of a thousand phases and has helped its fabulous development far beyond the dreams of his pioneer forebear.

Frank Hoyne is one man who thoroughly understands Chicago real estate and, and in tax disputes—all too frequent in the sprawling young city—has always fought for the small flat and home owner. The son of a pioneer in education, he has striven to preserve for posterity the beautiful in Chicago's past, and to bring within reach her dreams of the future.



Frank G. Hoyne was born in Chicago July 17, 1854. His father, Thomas Hoyne, and his mother, Leonora Temple Hoyne, already were comfortably established in the place they had found a tiny village in the swamps where the Chicago River emptied into Lake Michigan. But there was much of the spectacular for young Frank to watch in his early years and he missed but little of all that went on.

Frank Hoyne attended Palmer Academy and later was graduated from the old Chicago University. At eighteen he began his business career at five dollars a week with the old stationery firm of Culver, Page, Hoyne & Co.

Years of application followed. He watched the progress of business around him to so much purpose that fourteen years later he was appointed United States appraiser at Chicago and served two terms in that office under President Cleveland, 1886-1890 and 1894-1898.

While thus engaged he formed with his brother, James T. Hoyne, the real estate firm of Hoyne Brothers, succeeding later to sole control of the firm. For years he engineered a prosperous business buying and selling in the ever-changing panorama of the rapidly extending commercial area. In 1904, Duncan L. Clinch was admitted to the firm, but in 1922 Mr. Hoyne again assumed complete control of the organization, which still flourishes under the name of Frank G. Hoyne & Co. No small part of his business has been as consulting expert and manager of large estates.

Mr. Hoyne was one of the first eminently successful men to sponsor the Chicago Real Estate Board and his prompt entry into the letter and spirit of its purpose was responsible in a great measure for its success. He was a director of the board from 1903 to 1906, serving in the last year as its president.

Mr. Hoyne took an outspoken stand against the charter in the bitter campaign of 1907, speaking at every opportunity and pointing out the injustice the proposed taxes on real estate would bring upon the great majority of taxpayers—the small home owners. Speaking to business men he explained how heavy taxes would reduce the earning capacity of their property and induce a general deflation in values. The charter was overwhelmingly defeated. Governor Deneen had appointed him the previous year a member of the charter commission. The position he held in that body was decided and consistent with his later public addresses.

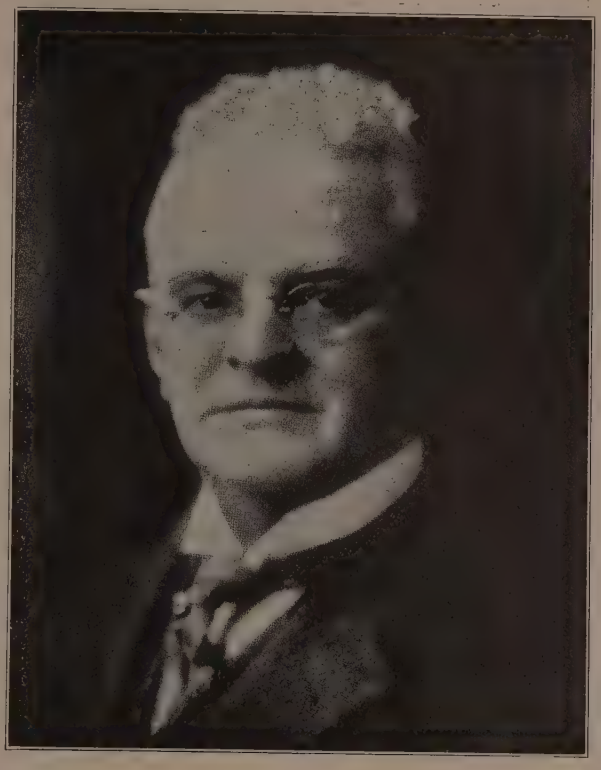
Mr. Hoyne has kept a lively interest in defense measures throughout his entire life. He found mental and physical stimulation in his association with the Illinois National Guard, serving from 1874 to 1894 successively as private, corporal, sergeant, quarter-master and captain in the First Brigade. Since 1894 he has been a member of the Veterans Corps. He is an ardent Democrat.

On April 24, 1884, Mr. Hoyne married Florence Ashton in Chicago. They have two daughters, Leonora Temple and Helen Ashton.

He is a member of the Chicago Historical Society, Field Museum and the Art Institute, the Iroquois, Chicago Athletic, Wausaukee Hunting and Fishing and Exmoor Clubs and is president of the latter.

PHILO ADAMS OTIS

WHEN the story of Chicago's early struggles to reach the high place it now occupies in the musical world is told from the vantage point of distant years, no name probably, will stand out more gloriously prominent in that symphony of aesthetic accomplishment than that of Philo Adams Otis. A youngster, he heard the first symphony concerts given in Chicago, he failed then to comprehend them with the fullness of a mature musical scholar but they made an impression on him that moulded his life and modelled the development of great music in Chicago.



Mr. Otis was one of the founders of the Apollo Musical Club in 1872, served for many years as one of its board of managers and from 1890 to 1893 as its president. He has been secretary of the Orchestral Association since 1895 and has continued in that capacity, serving during the period that the organization rose from infancy to become one of the highest in rank in America. He has served on a myriad of committees for musical occasions and has loaned the fire of his musical ardour to any undertaking. He was active in the musical affairs of the Columbian Exposition.

All this he has accomplished while quietly taking care of his own real estate business, never seeking the advantages of publicity. His record is a reactment of sixty years of musical advancement.

Philo Adams Otis was born in Berlin Heights, Ohio, November 24, 1846, the son of James and Margaretta Graves Adams Otis. His parents brought him to Chicago in 1857 and here he has continued to live, with the exception of a few years at college, to accomplish in his personal life a story in its way as brilliant as the story of the city to which he joined his life.

After completing his preliminary education in Ohio and Chicago, he attended and was graduated from Western Reserve College in 1868. It was during visits home from school that he heard the famous orchestra concerts under the direction of Hans Balatka. The old Philharmonic Society made an impression on the young student which carved his destiny as one of the donors to Chicago of fine music.

To trace the development of the musical muse in his life and to recount the story of his growing influence, through rigid determination, in the musical world would be impossible in any space less than an entire volume. His memoirs include intimate details of Chicago's musical life for more than half a century and an intimate acquaintance with all of Chicago's great musicians. He has always been an admirer and a loyal supporter of Theodore Thomas, founder of the Chicago Symphony Orchestra, standing back of him through the Columbian Exposition and fighting back at critics of his policies.

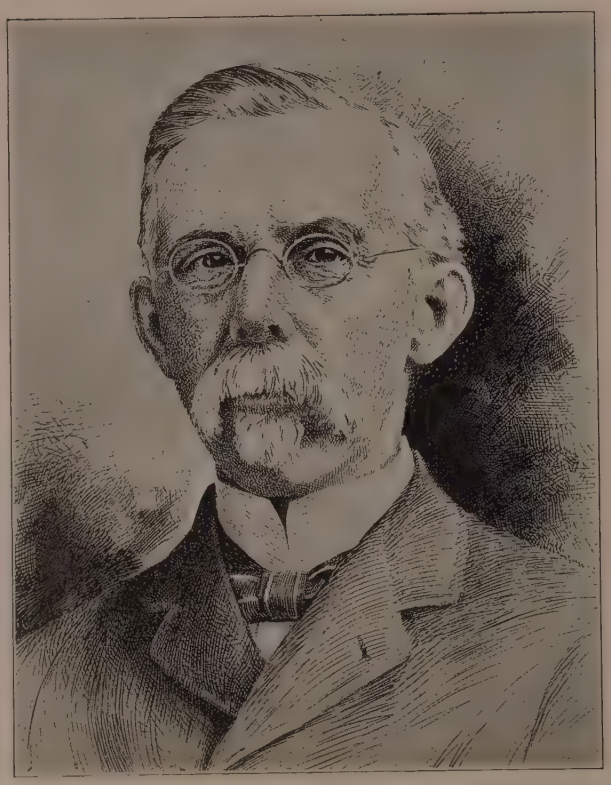
Mr. Otis married Alice J. Sanford of Bridgeport, Conn., June 26, 1890. They have one son, James Sanford. The Otis residence at 1709 Prairie Avenue is one of the few aristocratic dwellings that have withstood the changes wiping out the old south side fashionable district.

Mr. Otis is a Presbyterian and as chairman of the music committee of the First Presbyterian Church lends his genius to the congregation. He has written a history of the Chicago Symphony Orchestra and composed a number of popular hymns and anthems. He is a member of the Chicago, University and Midlothian Clubs.

A man who has himself played an important part in the aesthetic history of Chicago, he is vitally interested in its story. He is a devoted member of the Chicago Historical Society and his history of the First Presbyterian Church has gone into its second edition. He has been an unostentatious contributor to many good causes in Chicago.

CHARLES DANIEL PEACOCK

ALMOST contemporary with the House of Peacock and the City of Chicago was Charles Daniel Peacock, who was born on October 10, 1838, one year after Chicago had been incorporated as a city, and Elijah Peacock, his father, having left his paternal home in England, had opened an establishment here as jeweler and watch repairer, his ancestral vocation, as it were. The father, the grandfather and the great grandfather of Charles Daniel Peacock were jewelers; and so it is hardly surprising that it was in the jewelry business that he himself entered.



His mother was Rebecka Haylock Peacock. His early education was obtained in the Bennett Grammar School on the corner of Madison Street and Vincennes Road (now State St.). Looking back one is intrigued by the thought that C. D. Peacock was learning the three R's in a quiet little school-house on the same spot that is today the busiest corner in the world. And that one scant block south is located the noted establishment which bears his name, in the new edifice whither it had moved a quarter of a century after Mr. Peacock's death. Descended from a line of jewelers who took pride in their craft Charles Daniel Peacock was destined almost from birth to be, himself, a jeweler. Tradition and training are powerful factors in shaping the choice of one's life work. When Charles Daniel Peacock entered his father's store in the 200 block on West Randolph Street, therefore, he was running true to form. Here he had the opportunity of meeting and talking with the leaders of the city, practically all of whem were patrons of the store. Men like Judge Knickerbocker, Eugene S. Pike, (Long) John Wentworth, Arthur Dixon and the elder Carter H. Harrison became his acquaintances—and later *his* patrons.

In those days gentlemen of substance with their elaborate shirt studs and ladies of fashion with their brooches and ear-rings required the services of jewelers of nice discrimination. And it was at Peacock's that they were wont to seek out their needs.

Of course C. D. Peacock succeeded his father as head of the establishment. An old picture shows a view of the Peacock Store. On the front of the building is a sign with the legend "Watches C. D. Peacock, Jeweler." Of course the premises at 221 West Randolph Street were devastated by the holocaust of '71. Yet standing amidst the ruins of all else stood the jewelry vault of Peacock's.

Recovery was rapid. The location of the business was quickly changed to Madison Street and it is said that while the city was still blanketed by a haze of smoke the firm was extracting fine ash dirt from the mechanism of Chicago's timepieces. By 1873 Peacock's was firmly established on the north-west corner of State and Washington Streets. The period of reconstruction was fraught with opportunities for this flourishing firm, and Charles Peacock was not slow to grasp them. The pomp and brilliance of the city's social functions was naturally not without an accompaniment of fine silver and exquisite jewelry. Peacock's as the foremost house for this character of merchandise was usually called upon by the elite.

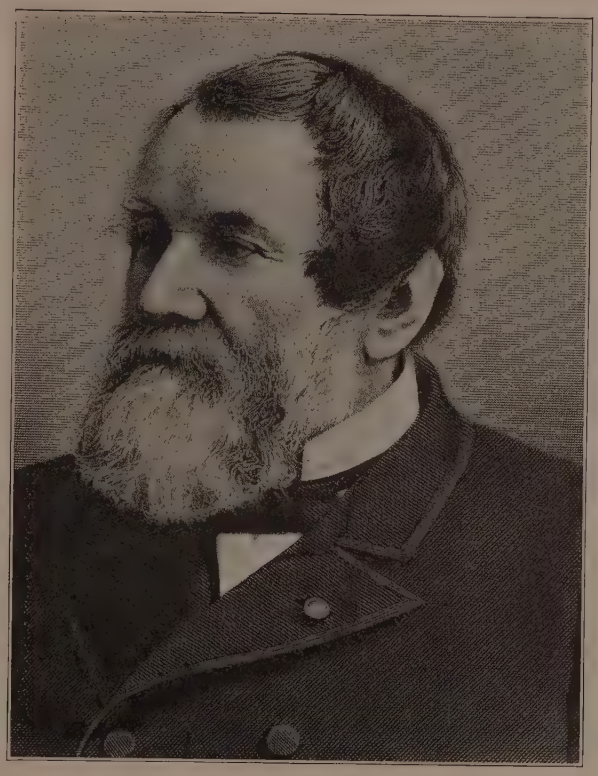
Mr. Peacock was married to Miss Mary Ann Smith, a native of Montreal. They had six children: Marion, Ella, Birdie, Charles, Robert and Walter. Mr. Peacock attended the Presbyterian Church and voted for the man rather than the party. He was fond of hunting and fishing, belonging to the Tolleston Gun Club, the Washington Park Club, the Calumet Club and the Chicago Athletic Club. For one term he served as Alderman in the first ward.

When Charles Daniel Peacock died in 1903, passing on to his sons what he had inherited from his father, it was the end of a long and useful career as a Maker of Chicago. An outstanding merchant of the old school who believed in incessantly developing, changing and improving.

CYRUS HALL McCORMICK

THE name of Cyrus Hall McCormick needs but little introduction. Farmers, theologians, newspaper men, and people of culture and education any place in this world of ours have come to regard him as a man of genius and a great benefactor to the human race.

Mr. McCormick was born on the fifteenth of February, 1809, in Rockbridge County, Virginia. He was the son of Robert McCormick, a native of that same county, and Mary Ann Hall McCormick, of the adjoining county, Augusta. His father and mother were well-to-do, educated, and religious people. He was fortunate in his early environment, as his father owned farms, mills, and shops where the manufacturing and repairing of agricultural tools was carried on, and this atmosphere was naturally conducive to bringing out all that inventiveness which his mind contained. The only real schooling he received was at the "Old Field" school where he assimilated the rudiments of book learning, but his keen mind stimulated further by his desire for knowledge led him to study in private, and thus he forged ahead.



While a lad he worked and improvised some few implements which are even now in use in agriculture. But when he was twenty-one he first tested a reaping machine. The farmers around were skeptical and had ridiculed the idea, and his father was not sympathetic, having thought the thing a waste of time. But his mother, ever encouraging and loving, mounted a horse and rode out to the field where the test was to be made. As we know, the test was a success and Cyrus Hall McCormick had invented the first machine with which grain could be cut. When we consider that way back in 1859 the commissioner of patents declared that the McCormick Reaper had already contributed an annual income of over $55,000,000 to the whole country and which would keep on increasing, we can attempt to estimate his value to the United States in the financial field alone.

After an unsuccessful venture in the iron smelting business which came to grief because of the 1837 panic, and after he paid back every one of the debts incurred therein, he, with his father and two brothers began to manufacture reapers. In the following years the business grew and the young inventor kept improving his machine, until finally the demand for them became so strong that he arranged with a New York firm to manufacture them on a royalty basis.

With his well-known foresight Mr. McCormick saw that Chicago would soon become the big distribution center of the West and thus it was when he arrived to stay in 1847. He went into partnership with Chas. M. Gray, and the two began the company which today is one of the most gigantically powerful in the world. From that time on it grew miraculously. He took his invention later to London where they had to grudgingly admit its great value and where it subsequently took a prize. It took two first prizes in France and he was made an officer of the Legion of Honor.

In 1871 the fire entirely demolished the works, but with characteristic promptness it was rebuilt.

In 1860 Mr. McCormick purchased the "Chicago Times" and united with his "Herald" which he then called the "Times and Herald."

In 1858 he married Nettie Fowler of Jefferson county, New York, daughter of Melzer Fowler, Esq. Of the children that were born to them a son and a daughter died in infancy. Those surviving are: Cyrus H. McCormick, Mary Virginia, Mrs. Emmons Blaine, Harold, and Stanley.

In politics Mr. McCormick was a Democrat, and the McCormick Theological Seminary is a monument of his religious sentiments. He generously gave money for religion and education.

He died May 13, 1884.

LEANDER J. McCORMICK

THE name McCormick carries with it the vivid impression of radical revolution in farm methods—a revolution that has spread over the entire face of the globe. It was Leander J. McCormick who invented "the crowning glory" of the McCormick reaper, in the words of the United States patent officer who guaranteed its right, and it was Leander J. McCormick who persuaded his brother Cyrus not to abandon the reaper business when all the plant, patterns and machinery had been ruined by the Chicago fire.

The McCormicks came by their mechanical genius naturally. Indeed it was the father who first conceived the famous reaping machine which Cyrus, Leander's brother, finally perfected. Robert McCormick and his wife, Mary Ann Hall McCormick, were already in a veritable maze of farm inventions when Leander was born February 8, 1819, in the same old house that his father's baby wails had enlivened thirty-nine years before. The McCormick ancestors had taken part in the Revolutionary war and the war of 1812.

Leander grew up amongst "new fangled devices." When he was 14 he helped his father make threshing machines and hemp brakes, both run by horsepower, blacksmith bellows and other labor saving machines his father had invented. The workshop was the greater part of his education and in the workshop he spent the greater part of his career.

By 1845 Leander had observed so much and had thought independently so much that he was able to supply a stand for the reaper so that a man could sit on the machine and rake the grain from the platform. Without this feature, experts assert, the reaper never would have succeeded.

Leander didn't stop there. Before the others had recovered from his first invention he had worked out plans for a divider that revolutionized the machine.

For a few years young McCormick continued manufacturing with his father on a third-share basis. In 1847 he went to Cincinnati and spent a year building one hundred machines for the joint account of himself and Cyrus.

In 1848 Leander came to Chicago and joined forces with his brother in the reaper business, and it is fortunate for the McCormick name and fortune that he did. Two years later he located a seat for the driver on the machine, but his real service came after the 1871 fire had left the McCormick plant a mass of blackened ruins.

Patterns, specialized machinery plant and all were gone beyond repair. Cyrus wanted to sell his interest in the business and clear out. but Leander had a deep faith in the future of Chicago and a certain knowledge that the reaper was a necessity for the great grain lands of the Mississippi. Argument, pleas and cajolery finally succeeded and Leander devoted all his energies to laying out the new plant on a much enlarged scale.

After seven years of successful business the partnership was merged in the McCormick Harvestering Company and Leander retired from active service, retaining his large stock holdings and his post as vice president.

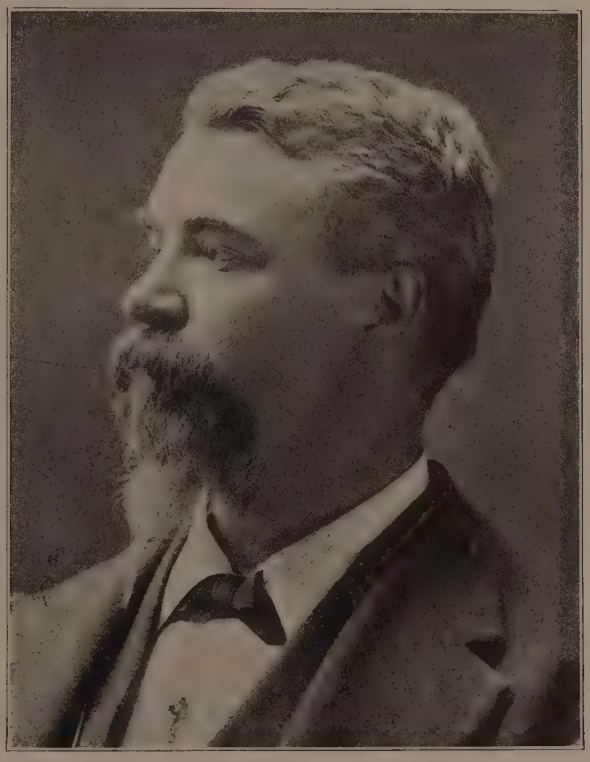
When the McCormick affairs were prospering in the days before the fire Leander had ordered the largest telescope in the world to be constructed by Alvin Clark & Son of Cambridgeport, Massachusetts. When it was completed he built an observatory and presented the entire plant to the University of Virginia, his alma mater.

Leander McCormick was married in 1845 to Henrietta Maria Hamilton, daughter of John Hamilton, prominent citizen of Rockbridge county, Virginia. They had four children, Robert Hall, Elizabeth, who died in her third year, Henrietta L., who married Frederick E. Goodhart of Langley Park, Kent, England, and Leander Hamilton McCormick. He died February 20, 1900, shortly after his eighty-first birthday.

JOHN ASAPH RICE

JOHN A. RICE, hotel-man and bibliophile, was born in Northboro, Mass., February 22, 1829, son of Anson and Lucy (Sherman) Rice, and in the eighth generation from Deacon Edmund Rice, at Sudbury in 1638. His great-grandfather, Captain Amos Rice, served through the Revolutionary War; his grand-uncle, the Rev. Luther Rice, founded George Washington University.

Rice voyaged to the Far East, became first-mate and was offered the captaincy of a clipper ship before he was 21. He was clerk in hotels in Ithaca, N. Y., and Dayton, Ohio, and thence to Mr. Butts at the Weddell in Cleveland. The two leased the Prescott in New York and in 1855 opened the great hotel at Cape May. This burned and Congress Hall at Albany called Rice to its office. There Senator Wadsworth remarked that John A. Rice could call more people by name, give more people satisfactory rooms, and answer more questions correctly in one minute than any hotel man living.



While at Albany Rice married Margaret Van Slycke Culver, a descendant of Anneke Jans Bogardus, and of Colonel Thomas Sebring of the 6th New Jersey Regiment in the Continental Army. Rice later organized and opened the Russell House in Detroit, then with H. M. Kinsley took over the Anglo-American at Hamilton, Ont., where they entertained the Prince of Wales in 1860.

In July, 1861, Rice became head-clerk at the new Sherman House in Chicago. David A. Gage and Charles C. Waite, its proprietors, sold him a partnership in 1863. George W. Gage entered the firm on Waite's retirement, which then became Gage Brothers & Rice. They leased the Grand Pacific Hotel, Rice collaborating with W. W. Boyington, the architect, in its internal arrangements. It was ready for its furniture when the Great Fire destroyed both it and the Sherman. While still burning, on October 10, 1871, they leased the new building at Clinton and Madison streets for two years, named it the Sherman House, contracted the same day with Charles Tobey to have it furnished complete within a week, and within seven days had the hotel crowded.

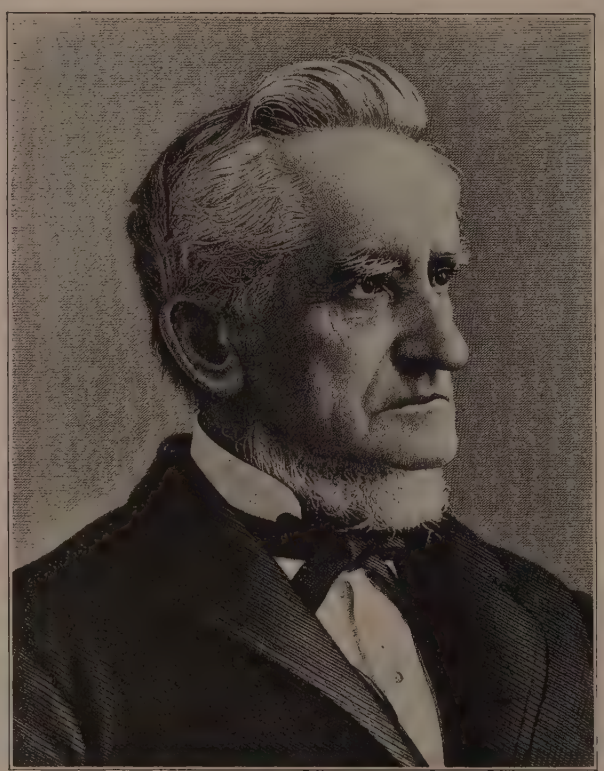
The Grand Pacific was completed and opened June 1, 1873, by Gage Brothers & Rice. There flowers were used on the tables for the first time in America, and Johnny Hand's orchestra gave promenade concerts every Friday evening, followed by dancing. It was a success from the start, but Gage & Rice were compelled to give up their twenty-year lease at the close of 1874.

Rice managed the Tremont in 1875, the Globe in Philadelphia in 1876, and organized and opened the Baldwin in San Francisco in 1877. January 19, 1879, he returned to the Tremont in Chicago as sole proprietor, the next year also taking the great new hotel at Rockaway Beach. He died at the Tremont April 21, 1888, and his widow ran the house successfully until 1890. Their children were Wallace, Margaret Sherman, Lewis Anson, and Frances Viola.

When first married John and Margaret Rice had agreed to buy books and pictures as soon as they could afford it. Accordingly, in 1863, the famous John A. Rice collection of Americana had its beginnings. Offered in 1870 to the Chicago Historical Society at cost, $30,000, it was thought too costly, and that March was sold at auction in New York for $42,262.69. The present value of its books exceeds $500,000, and its catalogue, by Sabin, is valued as marking an epoch in the collection of Americana. A later library was assembled, but after Mrs. Rice's death November 24, 1890, through grievous mismanagement its books were dispersed. A valuable gallery of paintings had also been brought together, many of which were shown in the loan exhibitions at Crosby's Opera House, 1865-1871, which suffered a similar fate.

NATHAN S. DAVIS

EARLY in his life Nathan S. Davis set out to try to accomplish three purposes: the organization of an American Medical Association which would unify the medical profession in this country, the foundation of a medical college in which would be inaugurated a graded course of instruction, and the publication of a book on the practice of medicine. Dr. Davis' untiring efforts and his intense adherence to his convictions made him successful in accomplishing his three purposes.



He was born in Chenango county, New York, in 1817. He went to district school and worked on his father's farm until he was sixteen, when he was admitted to Cazenovia Academy. The following year he began his study of medicine, and in 1837 he was graduated from Fairfield. That same year he began a practice in Binghamton, and in 1838 was married to Miss Anna Maria Parker of Vienna, New York.

Not long after this he was called upon to represent his county in the New York State Medical Society. At this meeting he offered a series of resolutions to the effect that a higher standard of medical education be secured. This resolution was adopted, and Dr. Davis was made chairman of a committee to carry out the purpose of the resolution. Plans were perfected for a Philadelphia meeting the next year. At this meeting the American Medical Association was organized. Dr. Davis has been called the "father" of the American Medical Association. His efforts to bring the members of the medical profession into a closer and more fraternal relationship met with success. The first one of Dr. Davis' three purposes was accomplished.

In 1847 he left Binghamton to become associated with the College of Physicians and Surgeons in New York City. Shortly he accepted the chair of physiology and general pathology in Rush Medical College, and came to live in Chicago in the fall of 1849. Later he was connected with the medical department of Lind University.

While he had been in New York City, Dr. Davis had found time to edit a medical journal called *The Analyst*. In 1855 he had become the leading editor of the Chicago Medical Journal, and later of the Medical Examiner. His ability was recognized conspicuously in 1853 when he was unanimously chosen editor of the American Medical Association's new weekly journal.

In 1887 the eighth International Medical Congress was held in Washington, D. C. Since he was general secretary, much of the laborious preparation for the meeting fell upon Dr. Davis. In the midst of this work, the death of the president-elect of the coming Congress caused him to be called to fill that position. He visited England in the interest of the Congress, and later presided over the international meeting with eminent success.

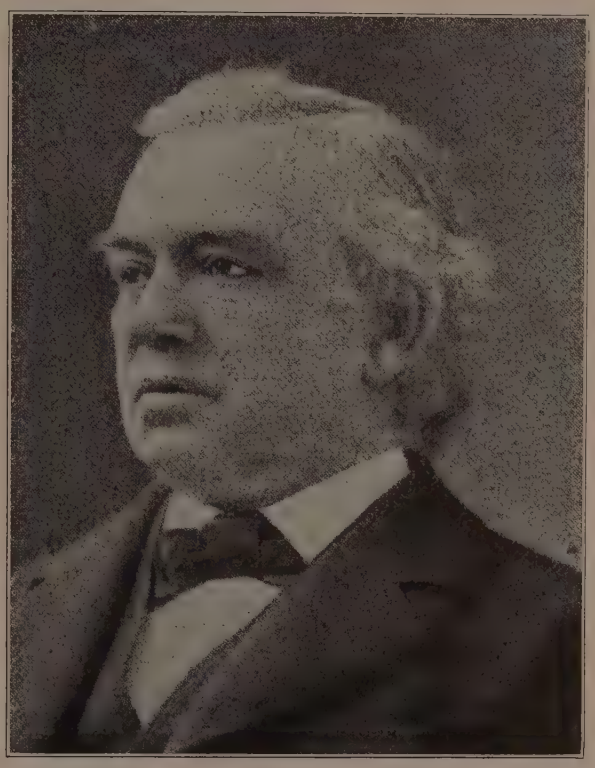
Chicago has felt Dr. Davis' educational and philanthropic influence. He was one of the founders of Northwestern University, and until his death was one of its trustees. Thus his second purpose was realized. He also held the chair of medical jurisprudence in the Union Law School of Chicago. He spent years in the management of the Washington Home for the reclamation of inebriates. Dr. Davis was one of the founders of the Chicago Historical Society, the Academy of Sciences and of the Chicago Microscopical Society.

During his years of collegiate instruction, Dr. Davis had been writing his book, "Principles and Practice of Medicine," in which his teachings are embodied. This book was published before his death. His third purpose had at last been accomplished. He died on June 16, 1904, at the age of eighty-seven.

In achieving his threefold aim, Dr. Nathan S. Davis was a most beneficent influence in Chicago's health development.

JAMES HUBERT McVICKER

DRAMATIC ART in Chicago owes its development more to James Hubert McVicker than, perhaps, to any other one individual. He was not the earliest to present drama and concert to the young city, but he was one of the most enterprising, talented and popular theatrical men Chicago ever knew, and he brought to the city an array of genius which put this city permanently on the theatrical map. And the city still has before it the name of McVicker, proclaimed day and night to crowds which pass, in Madison Street, the theater named for him, while the names of those who preceded him and of scores who followed him, have sunk into oblivion.



He was born in New York City on February 14, 1822, the son of Scotch-Irish parents in very moderate circumstances. His father died in the year of James' birth, and he had but little schooling. At the age of ten he went to work as a printer's apprentice and for five years worked about New York City. Then he went to St. Louis, where he became a journeyman printer. Earning his living at the case, he studied at night to fit himself for an actor's career. He played first in New Orleans in 1840 in very inconspicuous parts, but gradually worked his way upward.

It was in 1848 that McVicker first played in Chicago, at "Rice's Theater," a frame building on Randolph Street. On the evening of May 2, 1848, McVicker played in "My Neighbor's Wife," and his wife, the same evening, appeared on the same stage in "Hue and Cry." After a successful season at Rice's Theater, the McVickers went on tour of the country and England, and won fame and fortune. Returning to the States, Mr. McVicker for a time managed a house at St. Louis, and in 1857 returned to Chicago, which was his permanent home from that time forth.

It was here he built, in that year of 1857, the original McVicker's Theater, the biggest and finest playhouse the city had ever seen. It cost $85,000, which was a large sum in those days.

Mr. McVicker himself played on the opening night, and at intervals thereafter; but his greatest service was in bringing to his theater the brightest stars of the day. Among those who trod the boards at the playhouse were James E. Murdoch, in "Hamlet" and other classics; Edwin Booth, the master of them all, played in 1858 in such masterpieces as "Brutus," "Richelieu," and "Richard III"; Adah Isaacks Menken; Jane Coombs; E. A. Sothern; Peter Richings and his daughter Caroline; Emma and Ada Webb; J. Wilkes Booth, remembered today only as the slayer of Lincoln; J. H. Hackett, famous for his portrayal of "Falstaff"; Matilda Heron played here in "The Scarlet Letter" for the first time on any stage; Lotta Crabtree delighted the audiences for three weeks; Lawrence P. Barrett presented "Rosedale"; Olive Logan in "The Hunchback," "Ingomar," "Lady of Lyons," and other plays; Charles Kean and his wife gave such plays as "Merchant of Venice," "Henry VIII," and "Hamlet"; here came in 1866 "The Black Crook," then considered very naughty; Joe Jefferson brought to McVicker's his immortal "Rip Van Winkle" in 1867; Mrs. Scott Siddons was another world famous actress who played at McVicker's.

But in all the galaxy of stars none shone brighter than, in her own part of the theatrical heavens, did the daughter of Mr. and Mrs. McVicker, Mary, who later in life became the wife of the famous Edwin Booth.

Through all these years it was the personality of James Hubert McVicker which dominated the theater which bore his name, and the great theatrical stars whom he brought to the young city to glitter from its stage, which enabled him to sway the erratic and temperamental stars of the dramatic skies to do his bidding, and give to Chicago the best that was in them.

GEORGE MORTIMER PULLMAN

BACK in 1860, in a tumble-down shed near the Chicago & Alton tracks, a young man who had been a cabinet maker and a house-raising contractor, was experimenting with a couple of old railroad coaches, trying to convert them into sleeping cars.

He was no other than George M. Pullman, and the car he eventually turned out and christened the Pioneer was the grandfather of the thousands of Pullman, dining, club and buffet cars and of the de luxe vestibule trains that have revolutionized long-distance railway travel.

The age that followed the stage coach and the covered wagon was a rough and ready age. Luxury in transportation was unthought of. Railway passengers under the necessity of making an all-night journey had to make the best of the uncomfortable day coaches or of the crude bunks provided by some lines.

Mr. Pullman is said to have got the idea of a palace car while taking a night journey himself and observing the weary passengers purchasing head rests from a vender.

At the age of fifteen he had been apprenticed to his oldest brother in the latter's cabinet-making shop in Albion, N. Y., and this training was a valuable asset to him.

In the Pioneer, Mr. Pullman produced a coach which in convenience and exquisiteness of workmanship far surpassed anything that had as yet traveled on wheels, a veritable "flying home."

An unexpected obstacle occurred, however, when it was found that the first Pullman or palace car was too large to go under the bridges and too wide to pass the station platforms. It looked for a time as if the railroads would have to be rebuilt in order to accommodate it.

But a national tragedy at this time resolved itself into an opportunity. Lincoln had been assassinated and it became fitting to transport the body of the martyred president in state to its last resting place in Springfield, Ill. The Pioneer was impressed into service as a unit of the funeral cortege. Bridges and platforms along the right of way were adjusted, and the impression made by the first Pullman was so favorable that it attracted international notice.

Not long afterward, General Grant, then in the first flush of his fame, proposed a trip to his old home in Galena, and the nation wished to bear him on his way as kings are carried. The Pioneer was again requisitioned, another road was opened for it, and the story of its triumphal progress filled columns in the newspapers. From that time on, the popularity of the palace car was assured.

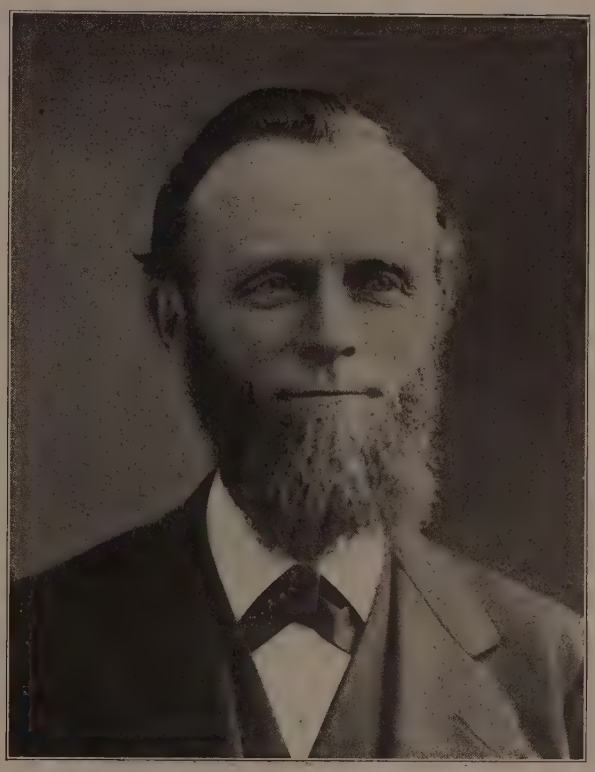
Mr. Pullman was born March 3, 1831, in Brocton, Chautauqua county, N. Y., one of eight children of James Lewis Pullman, housemover and inventor. His father gave him a fairly good education, but at his death left nothing, and George, the oldest unmarried son, left the cabinet-making business he had embarked on to seek more remunerative employment and support the family. He made a successful bid for raising the buildings along the Erie canal, which was being widened, and with a nest egg of $6,000, came to Chicago and instituted a practical method of raising the frontier city from the mire.

Mr. Pullman was interested in many other enterprises, including the building of the New York elevated railway. In 1867 he was united in marriage to Miss Harriet Sanger. Of their four children the following survive: Florence (Mrs. Frank O. Lowden), and Harriet (Mrs. Arthur F. Schermerhorn of New York). Their home was for many years the center of the South Side social set.

In 1880 he inaugurated an industrial movement far in advance of the times by establishing a model city for his army of employes, the town of Pullman, which will stand for years to come, his most imposing monument.

PAUL CORNELL

SUCCESSFUL lawyer, founder of Hyde Park and Grand Crossing, Paul Cornell has left through his untiring efforts a beautiful system of parks to be the playgrounds of the millions who succeeded him as residents of Chicago. What greater tribute can be paid to one of Chicago's pioneers than to say that through his efforts we have Washington and Jackson Parks with the system of boulevards and smaller parks that makes the southern portion of the city entitled to membership in the City Beautiful.



Pioneer blood of the earliest in America flowed in the veins of Paul Cornell. Born in White Creek, Washington County, New York, August 5, 1822, his family traced back through the father to Thomas Cornell, who left Essex in 1638 to settle in Boston. His mother was a descendant of Samuel Robinson, founder of Bennington, Vermont.

Paul's father died during his infancy, and the mother became the wife of Dr. Jonathan Berry and moved with her son to Adams County, Illinois. Here Paul worked on a farm and attended the public schools in winter. Soon he was able to teach and in 1843 began the study of law, which he continued in an office at Rushville, Illinois, and at Joliet. Finally, he was admitted to the bar, and on June 1, 1847, set out for Chicago on a Frink & Walker stage coach.

Carrying his earthly possessions, consisting of an extra suit of clothes, a package of business cards and one and a half dollars, he entered the Lake House at Lake and Clark Streets and applied for lodging. While he registered someone helped himself to the bundle and young Cornell was left without resources.

John M. Wilson, an attorney with whom he had studied, however, came to his rescue and he secured his first employment with Wilson & Freer. A very successful career for a young man at law followed, but Cornell saw greater opportunities in real estate. In 1852 he had hired John Boyd to make a topographical study of the district now known as Hyde Park and the following year he bought 300 acres along the lake front. Sixty acres of this he sold to the Illinois Central Railroad on condition that they would maintain service of at least one train daily from Chicago and return. He was forced to agree to pay the difference between the cost of operation and the sale of tickets, a sum amounting at one time to $70 for three months. A receipted bill for that amount is preserved in the Hyde Park Hotel, signed by George B. McClellan of the railroad, who later became general-in-chief of the United States Army.

But Cornell opened a subdivision, and the town, after a few hesitant months, flourished. He built the old Hyde Park Hotel, and when it was burned, planned for the present structure, which belongs to his estate.

In the meantime a railroad accident on the south side had led to the general order that all trains crossing an intersection of two lines must come to a full stop. Cornell saw the possibilities in the order and bought land at the intersection of the two roads, subdividing it as Cornell, Illinois, but later changing the name to Grand Crossing.

Possessed of a clear vision Mr. Cornell was one of the original agitators for the South Park System of great playgrounds for the multitudes to come, and of boulevards. The winter of 1867 and 1868 he spent in Springfield fighting against hearty opposition for the South Parks bill. He won and was made one of the first commissioners, serving for fourteen years. He was an organizer of the Chicago Coal and Dock Company, which worked the Calumet.

Mr. Cornell married Helen M. Gray of Bowdoinham, Maine, July 24, 1856, at the home of her brother-in-law, Orrington Lunt, of Chicago. They had five sons and two daughters, Elizabeth, Walter G. and Orrington, George Kimbark Cornell, John Evans Cornell, Paul and Helen. Mr. Cornell died March 3, 1904.

DR. ERNST SCHMIDT

A MAN of rare intellectual power, of high attainments, a passionate love of freedom for himself and for others, and a devotion to the welfare of the working man, Dr. Ernst Schmidt was one of the most remarkable men contributed to America and to Chicago by Germany, his native land. He was one of the city's foremost physicians of the last century, but he was much more than that.

He was born on March 2, 1820, in Ebern, Bavaria. His father, Michael Schmidt, was an apothecary, and from the first the boy had a taste for medicine. He attended the Latin school of the Jesuit Fathers at Bamberg, went through the gymnasium (high school) at Nurnberg, and was a student by turns at Wurzburg, Zurich, Heidelberg and Munich.

Before he had completed his studies the revolution of 1848 broke out, and Ernst Schmidt took an active part in the stormy scenes, and when the revolution was put down, was banished. However, his mother had great influence, and she managed to have the ban lifted, and he was free to return home.

One cold night, in the winter of 1849, the young rebel arrived in his native town, and went to the apothecary shop of his father. The worthy apothecary looked his prodigal son over and remarked with sarcasm:

"Yes; if the King could see you now, he surely would say you had been led astray!"

The returned revolutionary returned to his classes, and at the age of 22 won his diploma as a doctor of medicine. He became a tutor at the University of Wurzburg and house physician of the University Hospital, one of the best in Germany.

But the government did not trust the enthusiastic young doctor who had been so quick to join the rebellion. The military autocracy made his social life unbearable, and he fought two duels with army officers because of their insults. Deserved appointments were denied him, and he determined to leave Germany.

He had a choice of a position in Egypt or one in Switzerland, but he declined both, and decided on America. He married his German sweetheart, and with her went to London for a honeymoon, and remained there for six months.

Dr. Schmidt arrived in Chicago in 1857, and here found many of the friends he had known in Germany. He began the practice of medicine, but his old partisanship for the weaker side in any controversy got him into trouble again. He joined the Abolitionist movement, made a rousing speech in German at a John Brown Memorial meeting—and lost most of his paying patients.

He went to St. Louis to be instructor in a medical college, but resigned when the Civil War opened and became medical officer of the Second Missouri Volunteers, U. S. A. He took part in the storming of Jefferson Barracks, and served until his own health broke and he returned to his wife and children in Chicago.

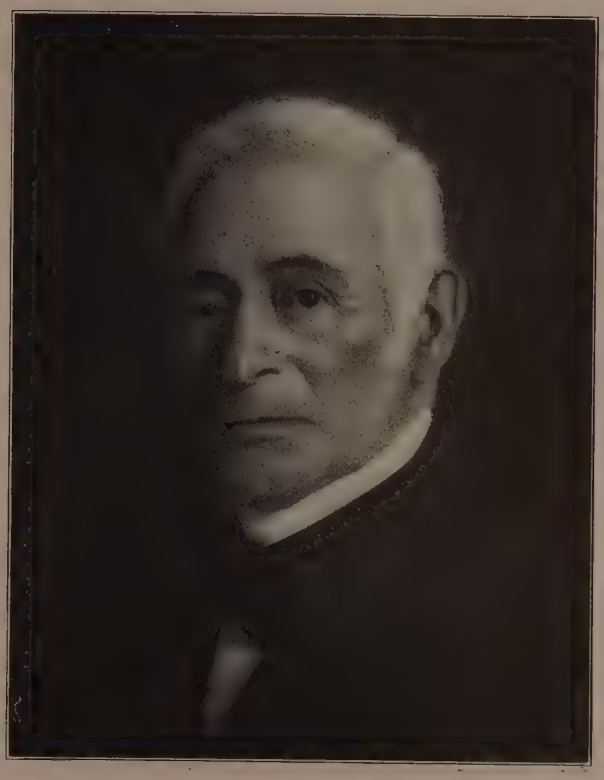
By reason of his army service he was again in public favor, and enjoyed a lucrative practice until the Haymarket Riot, when he organized the Defense Committee of August Spies and became its treasurer. Dr. Schmidt never desired public office, but once was nominated and elected coroner, and served until ill health led him to resign.

At the Alexian and Michael Reese Hospitals he gave almost all his time and skill to treating charity cases. Also he was greatly interested in sanitary and safety conditions in shops and factories. He had four sons—Frederick W., a druggist who died in 1918; Otto and Louis E., and Richard E., an architect. He died August 26, 1900, leaving a host of close friends, and literally thousands who respected him as a man of rare attainments, fiery impetuosity for whatever he believed was right, sterling honesty, a high standard of professional ethics and attainments—and a man who loved his fellow man.

ELIAS GREENEBAUM

DURING the course of a life that spanned nearly a hundred years, Elias Greenebaum earned universal respect—for his abilities as a banker and for his character as a citizen.

He was born in Eppelsheim, Grossherzogthum Hessen, Germany, June 24, 1822, the son of Jacob and Sarah Greenebaum. The former, only son of a public functionary in the Palatinate, came to Chicago in 1852, where he lived until his death in 1871.



Elias Greenebaum received liberal educational advantages in the schools near the home of his father, also attending agricultural, commercial, and trade schools in Kaiserslautern. In this manner he acquired a soundness of training and a breadth of practical knowledge that was to prove of splendid aid in both business and social contacts.

Several years before his father Mr. Greenebaum came to Chicago "on his own." He had emigrated to America in 1847 and lived for six months in Uniontown, Ohio, before settling in Chicago on April 14, 1848. At first Mr. Greenebaum's interests were of a mercantile nature. But in January, 1855, joining forces with his brother Henry, he established the banking house of Greenebaum Brothers. Becoming convinced of Chicago's future as a great civic and industrial center, he made extensive real estate investments, whose success was assured by the rare foresight and judgment that Mr. Greenebaum possessed.

Under Mr. Greenebaum the bank prospered and thrived, based as it was—and is—on the sterling principles of integrity and progress that characterize a successful business institution.

On March 3, 1852, Mr. Greenebaum was married to Miss Rosina Straus. To the Greenebaums were born four children: Henry Everett, Moses Ernest, Mrs. Emma E. Goodman and James E. The sons ultimately became members of the banking firm of their father. In 1911, the bank was incorporated as Greenebaum Sons Bank & Trust Company. The bank is now one of the most respected and financially sound institutions in the city of Chicago, due principally to those uncompromisingly upright principles that were laid down by Elias Greenebaum, the founder, and adhered to ever since.

For some years before his death Mr. Greenebaum lived retired in well-earned enjoyment of rest from the strenuous activities that attend the position of bank president. His descendants are carrying on the work that he started in the old bank's headquarters at Madison and La Salle Streets under the new name of Bank of America. The Greenebaum Sons Investment Company has, however, retained its old name.

Elias Greenebaum participated very actively in charitable movements, being a heavy contributor to Jewish charities in particular. He was one of the founders of the Chicago Sinai congregation, and was a close friend and warm admirer of the late Rabbi Emil G. Hirsch. As such he co-operated with Dr. Hirsch in numerous civic and religious movements.

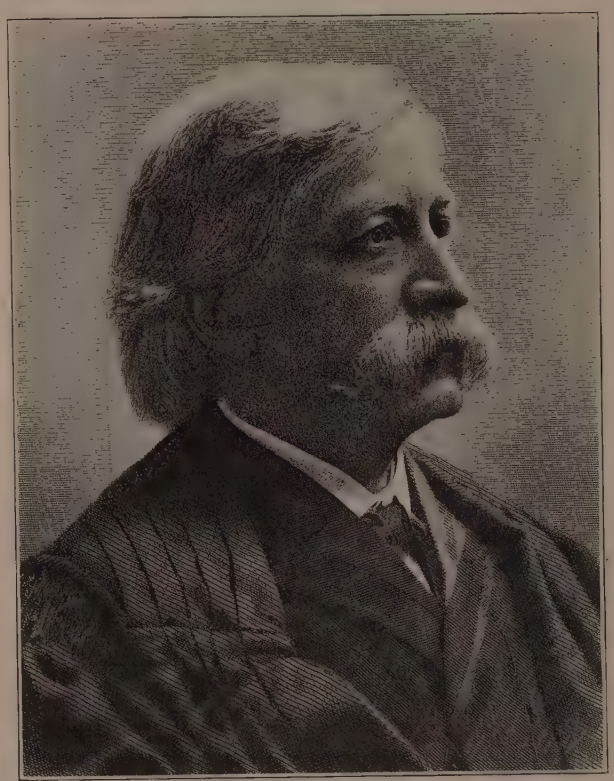
Even after Mr. Greenebaum had reached his nineties it was still his custom to go to his business regularly and promptly every morning. Although the most arduous affairs of the bank had been taken over by his sons, there were still a number of "old-timers" who desired to be advised by Elias Greenebaum, the beloved founder, himself. These men formed a link with the past; moreover, as Mr. Greenebaum asserted with characteristic modesty, "The Bank doesn't need me, but I need the Bank",—a statement whose second part was quite true. No young employe could see that grand old man in his nineties still "at the grind" and liking it without deriving a measure of inspiration.

When Elias Greenebaum died on July 25, 1919, at the age of ninety-seven, Chicago witnessed the passing of one of her oldest, finest and ablest citizens.

MELVILLE WESTON FULLER

IN ALL the annals of the Illinois bench and bar there is no more illustrious name than that of Melville Weston Fuller, distinguished lawyer and chief justice of the United States Supreme court under the Cleveland administration.

Justice Fuller, who was born in Augusta, Me., February 11, 1833, was a representative American in all that the term implies. A descendant of the pilgrims, his ancestors on both sides for more than three centuries had contributed to the cultural life of the new world. Every generation numbered its clergymen, soldiers, orators, jurists and poets. His earliest American ancestor, Thomas Weld, a fellow of Cambridge university, came to America in 1632 and was the first minister of the first church in Roxbury, Mass.



The chief justice was the son of Frederick Augustus and Catherine Martin Weston Fuller, his father having been a graduate of the Harvard law school and chairman of the commissioners of Penobscot county, Maine.

Mr. Fuller enjoyed every educational advantage not only of the home but of the school. He was graduated from Bowdoin college in 1853 and began the study of law with his uncle, George Melville Weston, at Bangor, completing his education at the Harvard law school.

Those who knew him in his college days described him as a model student with a gift for public speaking.

He was admitted to the bar in 1856 and began his practice in Augusta, supplementing a rather meager income by newspaper work on The Age, one of the leading Democratic journals of the state. It was thus perhaps that he acquired the felicitous style which graced his later utterances. Such was the esteem in which he was held by his fellow townsmen that at the age of twenty-three he was elected to the common council. Later he became its president.

In 1856 he followed the star of empire westward to Chicago where he was offered his choice of a place in the office of S. K. Dow, attorney, at $50 a month or a partnership. He chose the latter, and his abilities were immediately recognized. It was not long before he had built up a lucrative business which increased until his income was estimated at $30,000 a year. His partnership with Mr. Dow continued until 1860, when he became head of the firm of Fuller and Ham. This firm underwent various changes until in 1877 it was dissolved and Mr. Fuller embarked in practice on his own account.

Within two years after his arrival he argued a case before the Supreme court of Illinois. From that time on, until his elevation to the highest judicial office in the world, he was engaged as counsel in nearly all the important actions that stand out as landmarks in jurisprudence. Among them was the famous Lake Front case in which he represented the city of Chicago against the Illinois Central railroad in litigation involving a protracted struggle for control of the lake front. Arrayed against him were the most brilliant lawyers of the time, but he emerged from this memorable battle with high honors and vastly enhanced professional reputation.

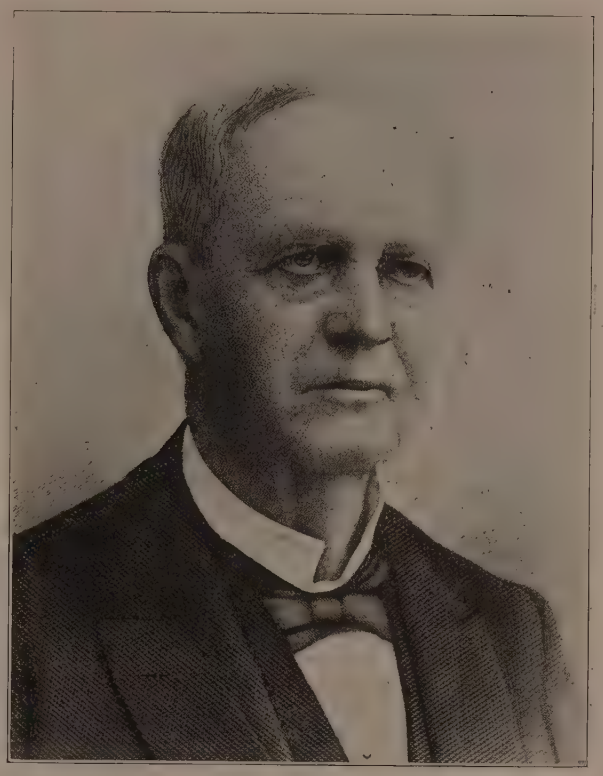
Another was the famous Cheny case which resulted in the establishment of a new branch of the Episcopal church in the United States. Representing the Rev. Charles Edward Cheney, rector of Christ church, in his trial on charges of heresy before a commission of ecclesiastics.

Mr. Fuller was four times a delegate to the Democratic national conventions and so impressed President Cleveland that, on the death of Justice Wait, he was offered the portfolio of chief justice.

Mr. Fuller was a loyal Democrat and a personal friend of Stephen A. Douglas, whom he welcomed to Chicago in 1860 with one of his most eloquent addresses. His oration on the death of Senator Douglas was a masterpiece. He died July 4, 1910.

LYMAN TRUMBULL

WHEN the names of Abraham Lincoln and Ulysses S. Grant are mentioned to the student of American history, they call up those of a little band of staunch, quiet, but determined statesmen who formed the back bone of support to the administration during those darkest days of the national history. Lyman Trumbull is one of the most distinguished of those names. It is due to him and his fellows that Illinois and Chicago have their high place in America's story.



Lincoln and Trumbull met in making the rounds of the circuit court in downstate Illinois. They were political opponents then, but they were drawn together by a common belief in fundamentals. This communion of interest brought about an incident that ushered Trumbull into the Senate and Lincoln into the White House.

Lyman Trumbull, descendant of distinguished ancestry on both sides was born Oct. 12, 1813 at Colchester, New London county Connecticut. Benjamin Trumbull, his father pointed to the Trumbull name already written in glowing letters in early American history. The Rev. Benjamin Trumbull, D. D., Lyman's grandfather, was a chaplain and captain in the war of Revolution. Jonathan Trumbull was the personal friend and counsellor of Gen. Washington, and the painter Trumbull had left his impress on the continent for generations to come.

Lyman's mother Elizabeth Mather Trumbull was a descendant of the Rev. Increase Mather and Col. Samuel Selden of the colonial army. Her mother's family traced back to John Rogers the martyr burned at the stake in Smithfield in 1555.

Young Trumbull finished his academic education at 16 and that year taught school himself, trudging home, each week end, 13 miles. At 20 he made his way alone to Greenville, Ga., where he had charge of an academy and studied law three years under Hiram Warner. Receiving his permit to practice in Georgia in 1837, Trumbull suddenly felt the urge to go West with the spread of empire and arrived after a long horse back ride in Illinois. He continued the journey back home for a visit and the following year returned to Bellville and "hung out his shingle."

Trumbull's was not a spectacular rise to fame. Retiring, unassertive, he climbed slowly by dint of hard work, solid thinking, and stern adherence to his set of principles. It was during his travels with the circuit court at this stage of his life that he became a fast friend of the Attorney Abraham Lincoln.

In 1840 Trumbull was elected on the Democratic ticket to represent St. Clair county in the state legislature. Gov. Carlin then appointed him to succeed Stephen A. Douglas as secretary of State for Illinois. In 1843 he was unsuccessful in obtaining the Democratic nomination for governor and again in 1846 was defeated in his race for Congress. Two years later he was elected Justice of the Supreme Court of Illinois and was re-elected in 1851. His opinions are among the soundest handed down by the court of last resort in the Prairie state. He was elected to Congress on the anti-Nebraska ticket and in 1855 came before the legislature as a candidate for the Senate.

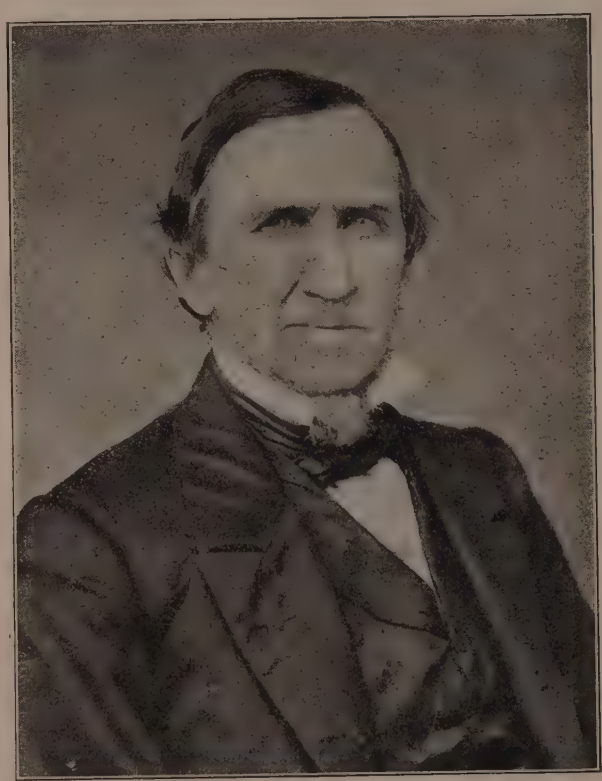
Gen. Shields, Abraham Lincoln and Trumbull were deadlocked. Trumbull gained and on the ninth ballot Lincoln told his friends to vote for Trumbull. That was the beginning of the Republican party.

For eighteen years Trumbull served gloriously in the Senate. As the chairman of the judiciary committee for 12 years he was the sponsor of many great measures paving the way to emancipation and framed and reported the 13th amendment.

His first wife Julia Maria Jayne Gresham of Springfield died in 1868. They had six sons, three of whom died in infancy leaving Walter, Perry and Henry. Senator Trumbull married again, this time Mary J. Ingraham of Saybrook, Connecticut. They had two daughters, Mae and Alma. Senator Trumbull died in Chicago, October 21, 1896.

GEORGE WASHINGTON PRICKETT

GEORGE WASHINGTON PRICKETT was one of that race of pioneers who built the nation. The first white child to be born in Edwardsville, Illinois, he was reared in the ways of hardy frontier life. Campaigning in the Mexican War, he broadened his experience and intensified his strength and wisdom. Leading a train over the old Santa Fe trail to California, he out-generaled even those brave men who headed the other groups trailing across the country. Settling finally in Chicago, he built a business and a reputation for sterling honesty and sincere public spirit.



George Washington Prickett set up the memorial stone yard on the corner of State and Washington Streets and later engaged in business as an iron founder on Monroe Street, just opposite the old post office building.

George Washington Prickett, the oldest son of Abraham and Sallie Kirkpatrick Prickett, was the first white child born in Edwardsville, on October 6, 1816. His mother died when he was two and he was sent to his paternal grand parents who lived in the country. He attended school about as regularly as the ordinary farm boy of that day. When he was sixteen he returned to Edwardsville and became a clerk in the Prickett store there, developing a remarkable penmanship and becoming an expert accountant. He was appointed Justice of the Peace and served in that office for several years until the outbreak of the war with Mexico when he resigned and left for Seton, where he joined a company being organized there. He served throughout the campaign as quarter master.

His experience in Mexico proved of invaluable aid when a few years after the close of the war he organized a band of men to take the Santa Fe trail to California. He took just enough provisions for the ninety-day journey and used light wagons. Train after train, his party passed on the trail and none overtook them. His was the second train to reach Sacramento. The party encountered no trouble with the Indians and little hardship.

Four years of life in California, and then Mr. Prickett returned to Edwardsville by way of the Isthmus of Panama and married April 29, 1852, Miss Julia McKee. The newlyweds journeyed East, visiting New York, Boston, Philadelphia, Washington and Baltimore, returning to Edwardsville in August.

Mr. Prickett's business connections in Edwardsville had been severed by his long stay in the far West and his bride, having visited Chicago, had been much impressed with the broad outlook of its people and the possibilities of the little mid-western village. So the Pricketts boarded a boat for Chicago from St. Louis.

Mr. Prickett's first concern was to find a home and after looking around, he purchased a double frame house on the southeast corner of Jackson and State Streets. The lot had a frontage of sixty feet on State and two hundred feet on Jackson. The purchase price was $3,500. Twenty years later the tract sold for $60,000.

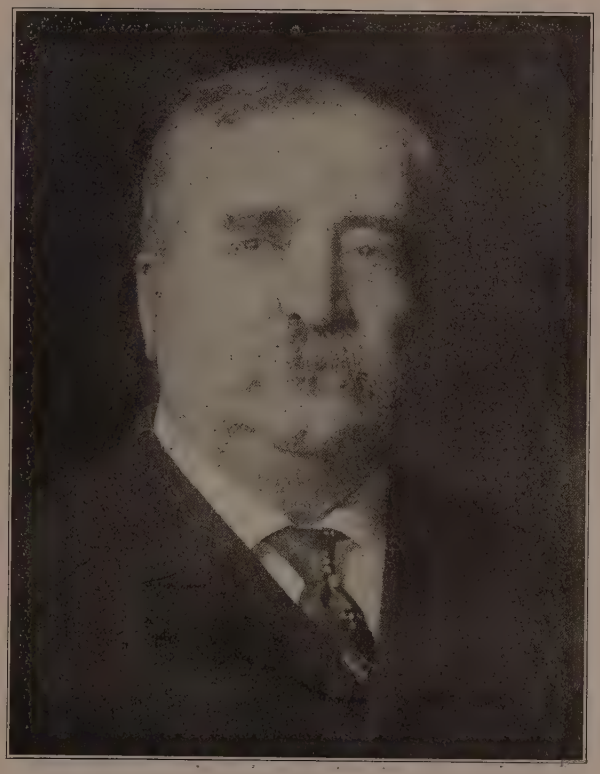
His residence established, Mr. Prickett turned to business. His first venture was the marble yard for the manufacturing of monuments at the Southeast corner of State and Washington Streets. Soon after the outbreak of the Civil War, he sold out his interest there and opened a foundry on Monroe Street, for the casting of iron grates and mantels.

The fire entirely demolished the Prickett foundry but a shack on the south side to house a new one was one of the first places of business to open on the ashes of the old Chicago.

George Washington Prickett was known and loved for his genial good humor, his zest in a bright story and anecdote. His charities were many, but quiet. Chicago was built on the foundations laid by such men as he.

GEORGE ALFRED SEAVERNS

IN THE year 1637 John Severans, the ancestor of the subject of this sketch, arrived in Boston, from Ipswich, England. John Severans figures in history as one of the founders of the settlement of Salisbury, and a member of the Ancient and Honorable Artillery Company of Massachusetts. The name Severans, changed to Seaverns in 1720, seems in Roman times to have been Severinus and to have reached its present form through the French.



Among the descendants of John was one Abijah Seaverns, born in 1803. George Alfred, his son, the subject of this sketch, was born May 1, 1833, in School Street, Boston, his mother being Sophia Taft. After receiving a public school education in Boston, George devoted his time to running his father's farm on shares, and at the age of twenty had accumulated four hundred dollars. With this and an adventurous spirit he, in 1853, set out for Chicago—where he arrived by rail after five days of traveling, and many weary waits.

Chicago appeared to him to be a mudhole, very dirty and dreary. Finding a job with Hough's Packing house, at $1.00 a day, he remained there for three months, when he took a job with Gurdon S. Hubbard & Co., Packers, Insurance and Real Estate. Frequently sent on the road to buy dressed hogs, he often carried $5,000.00 in currency of one, two and three dollar denominations. At this time Chicago's population was about 50,000. The only public means of conveyance were omnibusses that ran on State Street from Lake to Harrison Streets.

Mr. Seaverns lived many of his early years in Chicago at the Briggs House, where he roomed with Edson Keith, Murray Nelson and Marshall Field. The latter once said to him: "George, if they don't raise my salary to $1,200.00 a year I am going back to Massachusetts." In those early years young Seaverns, having a good tenor voice, added to his earnings by singing in church at a salary of six hundred dollars a year. Frequently Jules Lumbard, Martha Madison and other prominent singers of that period were his choir mates.

With the four hundred dollars brought to Chicago he, in 1855, bought seventeen acres of land at Church Street and Archer Avenue, subdivided the property and sold it out in lots, realizing $17,000. In 1856 he paid five dollars for a membership on the Board of Trade, later buying a large warehouse on Clark Street, just north of Fourteenth Street, and started in the grain business. He noticed that much of the wheat that was bought on the Board of Trade in sample bags was of very good quality but graded low on account of refuse matter, seeds, chaff, etc. He originated the idea of cleaning this refuse matter out and raising the grade to No. 2 in volume by hand tanning mills. He soon acquired grain elevators with capacities of three and one half million bushels, and his became one of the five leading elevator firms in the grain business on the Chicago Board of Trade. Mr. Seaverns was an expert judge of grain and up to the time of his retirement in 1901, had been closely connected with all the important events that occured on the Chicago Board since 1856.

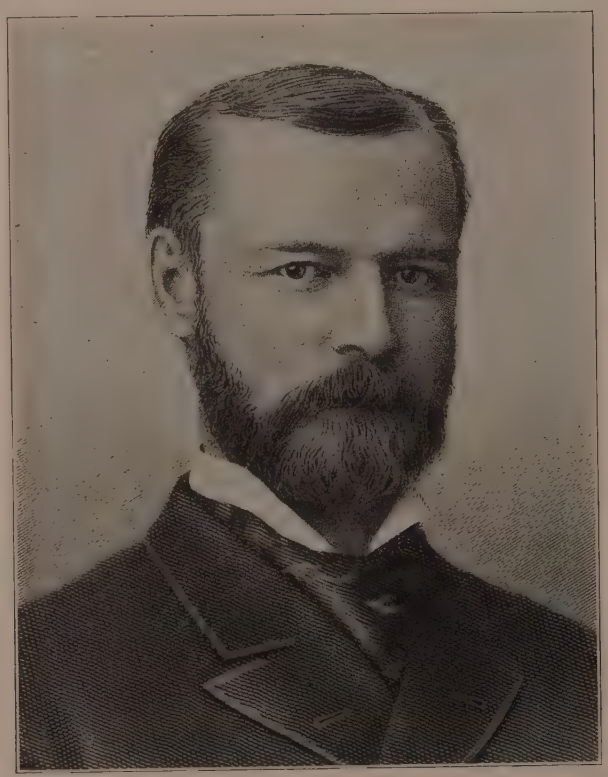
During all these years he bought vacant property and subdivided it, building houses and selling at least two thousand on time. He owned a summer home at Oconomowoc and a 640-acre farm there.

In 1860 he married Susan Jerusha Updike, a daughter of Peter L. and Mary Trowbridge Updike. The children were Mary Updike, George Alfred, II, Lewis Updike, Emily Updike and Adele Louise. The first home was 863 Wabash Avenue.

In 1880 he moved to 2819 Michigan Avenue, where he died in 1904. A member of St. Paul's Universalist Church and a trustee there for sixteen years. A man who loved and helped his fellow men, he was devoted to his family, and held an enviable place in the hearts of a wide circle of friends.

WILLIAM D. KERFOOT

CHICAGO real estate has always done the unexpected thing, but there has always been a restraining force behind it. In the Chicago Real Estate Board Chicago citizens have been given untiring service in the regulation and valuation of real estate. As a pioneer in Chicago's market and as president of the Board, William D. Kerfoot rendered services upon which it is impossible to place an estimate. Though conservative in his dealings at all times, his word was accepted without question in all matters pertaining to the value or wisdom of an investment.



Mr. Kerfoot was born on April 16th, 1837, in Lancaster, Pennsylvania, the son of Dr. George B. Kerfoot, who was equally as distinguished in medicine as his son was to be as a builder. From 1830 to 1851 Dr. Kerfoot was at the peak of his profession, known and honored throughout Pennsylvania as an authority in science, letters and therapeutics. After leading the usual life of a small boy, he became a student at St. James College in Maryland, where he studied for two years. Upon his arrival in Chicago he secured employment in the real estate office of James H. Rees, afterwards entering the services of Thomas B. Bryan as clerk. While here his manifold duties were of great value as business training.

Realizing that opportunities awaited an energetic man in the real estate business of the growing city, Mr. Kerfoot was quick to establish himself at 89 Washington Street. Although young in years, he soon gained a clientele which grew rapidly in numbers, and whose backing increased his confidence. But in the fire of 1871 he lost books, papers and documents that were vitally necessary to the continuation of his work. Not to be daunted by disaster, the Wednesday following the subduing of the fire he was found established in a little hut on the former site and ready for business. With characteristic thoroughness Mr. Kerfoot secured a map and plats of the city, and when Eastern buyers arrived on the scene in search of bargains he was ready to greet them. So industrious was he that in a short while his transactions amounted to millions of dollars. In the rebuilding of the city Mr. Kerfoot was a prominent factor for his influence had reached to the East, and even in London his recommendation was accepted as correct. Millions of dollars were invested in the rapidly growing center by people who had never seen the properties in question. It was through his own vision that he was able to convince strangers of the industrial wealth to come. His acquaintances were innumerable and everyone gave him his unbounded confidence.

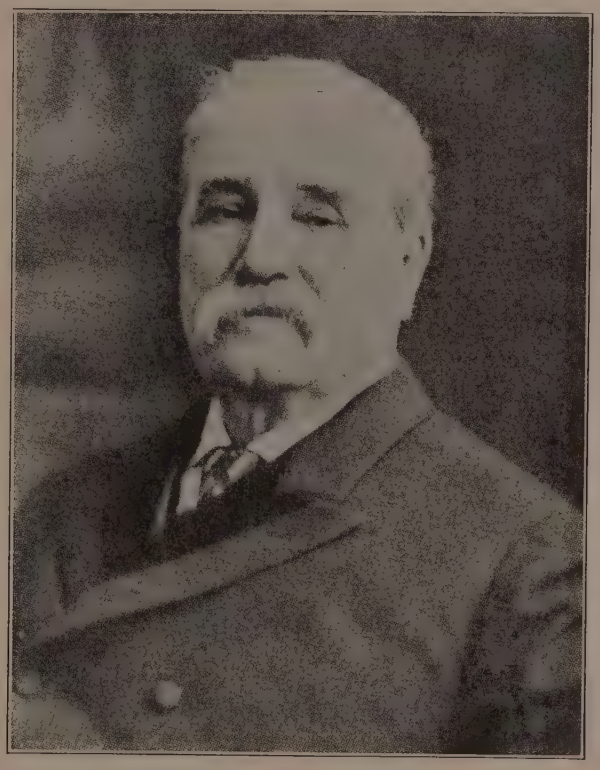
Mr. Kerfoot married Miss Susan B. Mooklar, daughter of William B. Mooklar of Mason County, Kentucky, and of eight children one son and four daughters survived, who with their father and mother were always a devoted family and eager to enjoy each other's company.

Although occupied with his business, Mr. Kerfoot was always ready to give his available time to public endeavor. During the World's Fair he was Chairman of the Agriculture Committee, a member of the Executive Committee, Ways and Means Committee, and Dedicatory Committee, so it is logical enough that his name is closely linked with the success of the World's Fair. In the capacity of president of business enterprises such as the Chicago Opera House, Mr. Kerfoot was given an opportunity to exercise his tact and judgment. He was also a director in the Title Guarantee and Trust Company of Chicago. All through the periods of his success Mr. Kerfoot followed a well-defined policy, that of building his fortune upon the commercial prosperity of his fellows. His agreeable personality and sterling personal worth, combined with his executive powers, made him a splendid business man and a charming friend. He died Jan. 5, 1918.

JACOB REHM

JACOB REHM worked as a lad for 50 cents a week, tackled the problems of pioneering in a new land, prospered by his cheery good nature, invested and emerged a wealthy brewer and an industrial factor. Incidentally, he was one of Chicago's early chiefs of police and a city treasurer.

Born in Gerstheim, near Strausburg, Alsace, in 1828, he was brought to America by his parents and at the age of 12 took up duties on his father Jacob's new farm near Naperville, Ill. What schooling he obtained was in the desultory public institutions of those days.



His first farm job at Naperville netted him half a dollar a week, but he stuck to the uphill job of getting somewhere and soon was doing odd jobs in Ottawa and La Salle, Illinois.

By 1842, he had found his way to Chicago and joined the police force, where his careful attention to duties and his genial good will toward all men won him many friends and the promotion eventually to the post of assistant chief. During Joseph Medill's administration as mayor, he was appointed chief and put such energy into enforcement of the laws that his name as a peace officer lived long after he had turned his attention to other things.

In 1865 the brewery of Jacob Rehm first made its appearance in Twelfth Street. Later his business went into partnership under the name of Rehm & Bartholomay and with Frederick Wacker he entered the malting business. In 1875 he disposed of his interests but was back in the brewing business in 1896 as a member of the National Brewing Company.

Such a business career might well demand the entire energy of a man of less virility than Jacob Rehm. But he was always active in municipal affairs and the demands of his friends were usually met with although they required time and effort. He was elected county treasurer during the earlier part of his Chicago activity.

Jacob Rehm was a man of hearty appetite and of marvelous energy, but his spiritual life received its due share of his time and energy. He was a Lutheran by faith and was active in the affairs of his church. He had been confirmed in the old St. Pauls Church at Ohio and La Salle Streets, and he was present there nearly every Sunday throughout his life.

A settler in a new land himself he found romance in recalling his dim recollections of his homeland with Philippina Reichenbachen, who had come in early in life with her parents, Christian and Philippina Murlock Reichenbachen from Baden. They were married in the same jovial spirit that Rehm evidenced in his business and political affairs and made their home one of enduring happiness. They had seven children, Jacob F., Charles E., Phoebe, William H., Clara L., Julia and Frank A.

Mr. Rehm's zest for life led him into the open in later life, where he had worked so many long hours as a boy. But his fancy in sport was confined to one hobby—trotting horses.

Mr. Rehm was a thorough Republican, and through long association with many people acquired considerable influence. It was he who went to Springfield in the cause of Lincoln Park, and who finally secured the charter for that great playground which has so beautified Chicago and which has afforded fresh air and outdoor sports for millions who otherwise could not have them. He was one of the early commissioners of Lincoln Park and his interest in the north side led him to undertake construction of the north side street car lines which he afterwards sold to Charles T. Yerkes.

The lad who had come with his immigrant parents had stuck with such pluck to the difficult business of living that he had won himself a comfortable position, and had benefited his city more than even he could dream of then, before the millions crowded in. Mr. Rehm died March 7, 1915.

JOHN BURROUGHS DRAKE

THE Drake Hotel, carried on by his two sons, Tracy Drake, and John B. Drake (formerly Jr.) in the heart of Chicago's Mayfair, stands as a monument to his memory.

But the older generation of Chicagoans prefer to remember him as John B. Drake, the bon vivant, the connoisseur, presiding over one of his famous game dinners that contributed so much to the social life of the city in the days when pioneers were young.

Royalty sat down to those dinners. Men of letters, statesmen, diplomats, wits and jurists. Dinners that would have graced the tables of Lucullus. Buffalo steak, bear steak, venison, quail, prairie chicken, wild pigeon, partridge, duck, with vintage wines and champagnes to add zest to the feast.

As a hotel man, Mr. Drake enjoyed a national reputation, and the fame of the now-vanished Grand Pacific went around the world. To this hospitable inn came wealthy cattlemen from the West; distinguished statesmen from the East.

For many years the Grand Pacific, the leading hotel in Chicago, was the headquarters of the Republican party in the West, and during the national conventions its corridors were crowded with men who were making history at the time.

To the autograph collector, the registers of the old Grand Pacific would be priceless. Many of the guests were personal friends of the proprietor, and Mr. Drake numbered among his friends such men as Lincoln, Stephen A. Douglas, Grant, Hayes, Garfield, Logan, Sherman, Conkling and Blaine.

Born January 17, 1826, at Lebanon, Warren county, Ohio, one of a family of six children, he was forced, by the death of his father, to earn his own living at the age of eleven. For a year or two he clerked in a general store at Lebanon, then found a place in the Williamson House on the pike leading from Cincinnati and Columbus to Wheeling and Washington. This was in the day of the stage coach, when the highroad had its romance.

The coming of the railroad left the Williamson House high and dry—off the main route, and the young hotel clerk left for richer fields in Cincinnati. Arriving here in 1845 with fifteen dollars and a letter from Hon. Tom Corwin in his pocket, he obtained a position in the Pearl Street House, where he clerked for five years, sending half his earnings to his widowed mother. At the end of that time, the post of chief clerk in the newly-completed Burnett House, the de luxe hotel of the West, was offered him.

Mr. Drake came to Chicago in 1855 and purchased an interest in the Tremont, and was the proprietor of this hotel in 1871, when it was reduced to ashes by the great fire. He lost no time looking around for another opportunity.

The Michigan Avenue hotel at Michigan avenue and Congress street was threatened by the flames which were still raging across the street when Mr. Drake negotiated for the purchase of the property, made a substantial payment, and took a chance on its being saved.

He played in luck, for as it proved, this was the only south side hotel spared by the flames. He rechristened it the Tremont House, annexed several adjacent buildings, and conducted his business here until 1873, when the Grand Pacific, controlled by Gage Brothers and Rice, was opened. Mr. Drake purchased the leasehold and installed himself as landlord, and never in all hotel history was there a more popular host.

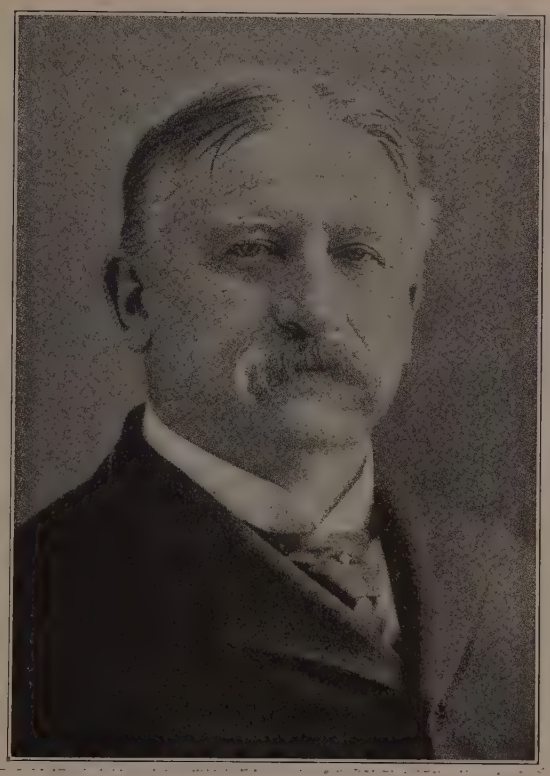
He was a director of the Chicago & Alton railroad; a founder, director and vice-president of the Illinois Trust and Savings bank; a director of the Chicago Telephone company, Edison Electric Light company, and was a member of the leading clubs.

Mr. Drake was married February 24, 1863, to Josephine C. Corey, a daughter of Francis Edwin Corey of Chicago. He died in 1895.

JOHN DE KOVEN

JOHN DE KOVEN, the youngest of ten children, was born in Middletown, Connecticut, December 15, 1833, the son of Henry Louis de Koven and Margaret Gates Sebor de Koven.

He traced his descent directly back to old Bernhard Koven born in 1598, a Burgher and for many terms Burgomaster of the city of Einbeck in the duchy of Brunswick. His grandfather Johann Ludwig Christoph Koven, born in 1748 was commissioned ensign in the Hanoverian Army as John Louis de Koven of the Von Stolyberg regiment, one of the regiments sent from Hesse Cassel to America to fight against the Colonists in the War of the Revolution.



Ensign de Koven arrived in America in 1778 and was stationed at what is now Fort Washington near New York City, though it was then called Fort Kuyphausen, from its Dutch founders. After a year in garrison Ensign de Koven was assigned to go with other German and English troops by ship on an expedition to Canada. The ships were scattered by a storm and some returned to port. That on which he sailed made a second start but was captured by an American vessel, and he became a prisoner of war.

He was not exchanged for two years but was at liberty on parole, living for part of the time at Middletown, Connecticut. There he fell in love with Elizabeth Sebor, and married her on April 8, 1781. At the close of the Revolutionary War he was recalled to his country and died abroad in 1785.

The son of this union, Henry Louis de Koven, was born June 16, 1784, at Middletown, Connecticut. He was in the Merchant service commanding ships sailing to England and China. On his retirement from the sea in 1830 he became president of a bank in Middletown and died there.

His son, John de Koven, early displayed that spirit of self reliance which marked his every act. Prepared for college at Middletown by an elder brother, John, was ready to enter Columbia at seventeen but because of his youth was advised to get a year of business experience.

He entered the great store of A. T. Stewart in New York and showed such marked ability that in accordance with his own earnest wishes he continued in business foregoing a college course. Coming to Chicago at the age of twenty-one John de Koven did his share in moulding the destinies of the city, and died here on April 30, 1898. Although more than thirty years have passed he is still held in affectionate remembrance by the old time members of the social and business world. To those who knew him he meant moral and mental strength, a man whose judgments could be relied upon and whose loyalty was unfailing. Throughout his life he was a consistent and generous giver, not giving in an ostentatious or spectacular way, but quietly and ceaselessly, and no old friend or employee in trouble or misfortune was ever forgotten by him.

From his arrival in Chicago he had been a member of St. James Episcopal Church, and for many years a vestryman. February 16, 1858 he married Helen Hadduck, one child, Louise Hadduck de Koven being born to them.

Mrs. de Koven died in 1886 and in 1890 John de Koven married Mrs. Cecil Barnes, the daughter of C. R. Larrabee and Mary A. Larrabee.

His rise in the financial world had been rapid. A director in many railroad companies and banks, he was one of the founders of what later became the Northern Trust Company, also of the Merchants' Loan and Trust Company, one of the nuclei of the present Continental Illinois Bank and Trust Company.

He was a member of the Commercial Club and of the Chicago Club being president of the latter from 1890 to 1892. In New York City as member of the Union Club he renewed the friendships and associations of his earlier years.

DR. WILLIAM HEATH BYFORD

IF CHILDBIRTH has been made easier; if medical science in the middle West has progressed; if women have taken their rightful place in the medical profession, these things are due largely to the pioneer work of Dr. William Heath Byford, one of Chicago's most distinguished and best loved physicians.

The story of his life is the story of a victory over lowly beginnings and early adversity. It isn't often that a humble mechanic's son, thrown on his own resources and apprenticed to a trade, rises above his environment to become the standard-bearer of a distinguished profession.

Yet such was the experience of Dr. Byford. He was born in the little town of Eaton, Ohio, March 20, 1817. His father, Henry T. Byford, though a wage-earner had ambitions for his son, but was prevented by death from carrying them out. William, at the age of eight, found himself almost the sole support of a widowed mother with two other children.

Abandoning his schooling, he worked on his grandfather's farm in Crawford county, Ill. Reaching the age of fourteen, he resolved to learn a trade, and, oddly enough, in view of his subsequent career, chose blacksmithing. But as there was no smithy in the neighborhood who would accept him as an apprentice, he found a tailor who agreed to take him on.

After a two years' apprenticeship at the needle, he went to Vincennes, Ind., where he worked at the bench, studying nights until he was twenty-six years old.

He had acquired by this time a mastery of English, elementary Latin, Greek and French, with something more than a smattering of psychology, chemistry and natural history. By this time he had determined to be a physician, and with this end in view, he obtained a position as office assistant to Dr. Joseph Maddox of Vincennes. Such was his natural aptitude for the profession, that within a year he was qualified as a practitioner. He established himself at Owensville, Ind.; later at Mt. Vernon, as assistant to Dr. Hezekiah Holland, whose daughter, Mary Anne, he married.

He attended lectures at the Ohio Medical College in Cincinnati, and in 1845 received his diploma. For a few years he practiced in Evansville, Ind., then came to Chicago.

Dr. Byford was one of the first of the American physicians to specialize in gynecology. As early as 1847 he had written a paper on the Caesarian section, two of which operations he had performed. His books, especially those dealing with the ailments of women and children, were accepted as authoritative by the profession and were used as textbooks. His greatest work — on obstetrics—was published in 1872. For several years he assisted Dr. N. S. Davis in the editorial management of the Chicago Medical Journal, and later became editor-in-chief of the Chicago Medical Journal and Examiner.

He was the inventor of many instruments used in the more delicate surgical operations, and introduced many new methods of treatment. As a lecturer and teacher, however, he attained his most notable success.

As early as 1850 he had held the chair of anatomy at the Evansville Medical college. In 1857 he was called to the chair of obstetrics at Rush Medical college, Chicago. He aided in the establishment of the Chicago Medical college and for twenty years filled a position on the faculty.

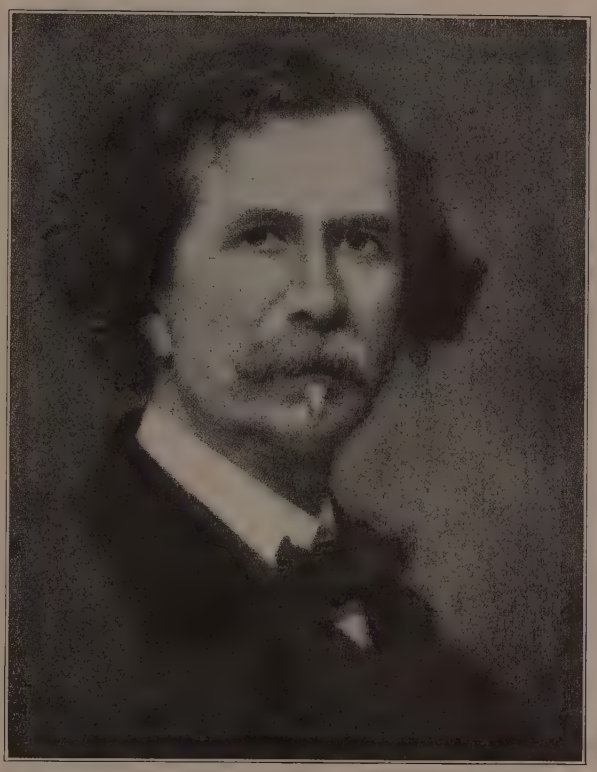
Dr. Byford was one of the founders of the Woman's Medical college which he served later as president and trustee. He was one of the organizers of the Chicago Gynocological society and of the Woman's hospital. In 1857 he was chosen vice-president of the American Medical association.

Following his death, May 21, 1890, the Woman's Medical college was draped in mourning for 30 days.

GEORGE P. A. HEALY

PERFECT gentleman, phenomenal worker, artist of the first magnitude, George P. A. Healy found the soul of Chicago a vibrant, cursing, praying aspiring thing and chose Chicago for his home. That decision was made only two years before his death, but an impression has been left by the artist that would do credit to any man's life time.

Thousands of Chicagoans know and love Healy for the group of Armenian Bishops he gave the Art Institute and for his portrait of Lincoln housed with the most sacred treasures in the Newberry Library, but perhaps no one will ever realize the debt Chicago owes Artist Healy for the aesthetic influence he introduced into the city just then coming of age.



Intensity of life, fresh natural coloring, and strong drawing are the characteristics time has placed on the work of George P. A. Healy, though his style was flexible enough to include such works as his loveable series of children's heads, and similar intensity marked the artist's life.

The son of a captain in the American merchant service who won fame by blowing up his ship to avoid capture in Moroccan waters in 1812, Artist Healy was born in Boston, July 15, a year after his father's exploit. Aside from the public schools, poverty was his only teacher in boyhood. While he was a mere boy he was forced by his father's death and the moderate circumstances of his mother to work at anything that came to hand.

But fortune had not deserted him entirely. A daughter of the famous Stuart, lent him a copy of Guido Reni's Ecce Homo. He recopied it. A priest saw his work in a shop window and paid ten dollars for it. That was a fortune to young Healy.

Privation and struggle for existence followed, but George Healy struggled to such purpose that by 1834 he could pay his passage to Havre and attain the city of his dreams, Paris.

Almost penniless, unable to speak French, young Healy's pluck not only kept him alive, but won him admittance to the atelier of Baron Gros. There he made friendships which won him a footing in England and eventually world fame as a portrait painter.

A list of the great men of his age will serve almost as a catalogue of George P. A. Healy's likenesses. Joseph Hume, the Duke of Sussex, uncle of Queen Victoria, Lady Agnes Bullen, the Duke of Northumberland, Lord and Lady Waldegrave were among his early subjects and conquests. Louis Philippe sat and was won to lasting patronage.

In 1839 as his name was beginning to blaze across the artistic horizon of two continents, Healy was married to Miss Louisa Phipps. Soon after his marriage the French king commissioned him to copy some of the masterpieces in Windsor castle and obtained Victoria's permission. The Queen and Prince Albert were absent and the young artist and his bride were given the run of the castle. It was a glorious honeymoon and brought to a glorious end when the Queen officially remarked, "Please tell Mr. Healy that this is the best copy of Van Dyke I ever saw."

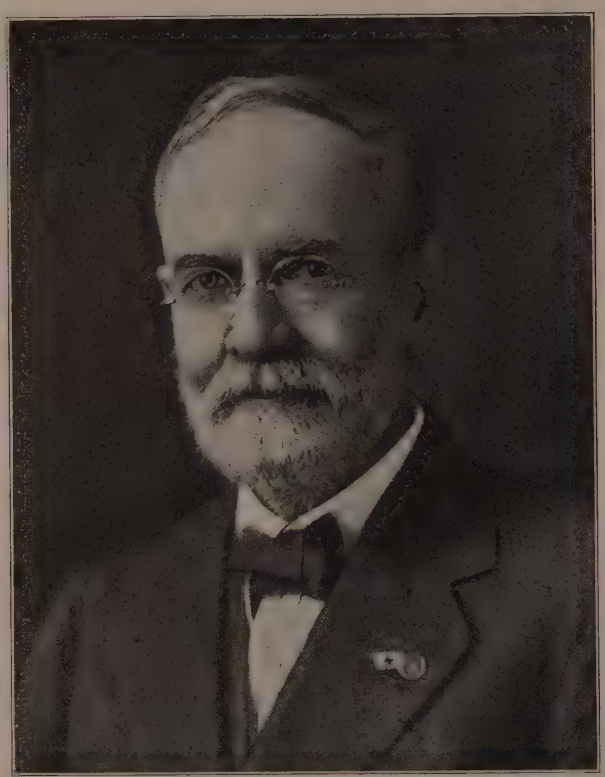
Louis Philippi insisted in 1848 that Healy paint General Jackson for his collection of political lights of the day and the artist returned to America. He painted also Henry Clay and John Quincy Adams and entering the White House for a sitting with President Arthur, he found the room he had used forty-two years earlier to paint President Tyler and found also many of his own portraits on the walls.

Distinguished years in America and Europe followed with paintings of the great statesmen, including Bismarck.

William B. Ogden induced Mr. Healy to come to Chicago and in 1892 he made a home here.

ALBERT DICKINSON

AMONG the sacred archives of the Chicago Historical Society is a little old knapsack with its fittings intact, and a corporal's jacket of very moderate size, which at first glance might seem insignificant in comparison with some of the more splendid accoutrements on display. These trappings of war, however, have seen service in the greater part of the most desperate battles of the War for the Union, and that jacket covered as brave a heart as ever went blithely into the thick of things in the breast of a care-free lad, who came out a cannon-deafened hero. It is not always the Goliaths of the world who are the bravest men, nor is it in war alone that the test comes. Chicago is proud to enshrine these humble trophies of heroism, and to claim among her citizens of highest type Albert Dickinson, the man of moderate stature who was yet a soldier, an athlete, and, through desperate struggles with adversity, head of the world's largest purveyor of necessary seeds for the farm, the Albert Dickinson Seed Company.



Albert Dickinson was born in Curtisville, (now Stockbridge) Massachusetts, October 28, 1841. His father, Albert F. Dickinson, was a Massachusetts Quaker, who became Justice of the Peace, Selectman, and member of the Legislature. In 1852 he engaged in the commission business in Albany, N. Y., but in 1854 came to Chicago and the same year established a grain and commission business.

His mother, Ann Eliza Anthony, was an aunt of Susan B. Anthony, the famous anti-slavery, temperance and woman suffrage champion. The Dickinson children, who came rightly by their strength of character, were Hannah, Melissa, Albert, Nathan, Frances and Charles.

Albert Dickinson was a member of the first class graduated from Chicago's first High School—the class of 1859. Chicago had at that time a unique organization known as the United States Zouave Cadets, later the Ellsworth Zouaves, drilled according to the French Manual by that military, gymnastic and disciplinary genius, Elmer E. Ellsworth. Promptly, in April, 1861, at the first news of the firing on Fort Sumter, he enlisted, in Company B, Chicago Light Artillery (known as Taylor's Battery). He went as a private, but was made a corporal. He served three years and three months, taking part in the battles of Donelson, Shiloh, Vicksburg, Chattanooga, Chickasaw Bayou, Arkansas Pass, Mission Ridge, the Atlanta campaign, etc.

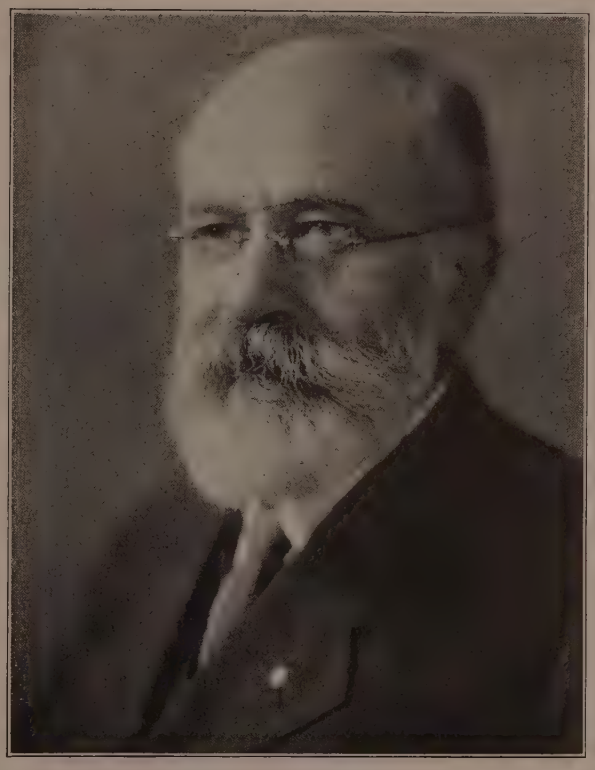
With hearing impaired for the remainder of his life by the heavy cannonading at Stone River, Albert Dickinson bravely began life again buying and shipping grain at Durant, Iowa. Called to Chicago to take his father's place as manager of the business founded by him, all went well until the Fire of '71. Getting on his feet, after this staggering blow, he started afresh, this time in his own name, after 1874, handling seeds exclusively. In 1886, with the help of his brothers and sisters, the business was incorporated for $200,000 as the Albert Dickinson Company, with Albert as president. The renown of this company rests, not merely on the fact that it furnishes grass seeds and field seeds to the farmers throughout the country, but that it does so with such fidelity to principle as to have created a standard of excellence which is of immeasurable benefit to agriculture throughout the world.

On April 22, 1911 Mr. Dickinson married Dr. Emma L. Benham, daughter of Dr. Francis Asbury Benham. Mr. Dickinson was a Republican, a member of Geo. H. Thomas Post, the Union League, Chicago Athletic, Illinois Athletic clubs, and was an ardent supporter of the Chicago Academy of Sciences, the Chicago Historical Society, the Art Institute, the Chicago Newsboys' Club, and the Glenwood School for Boys. A boy at heart, he held bowling records to the end of his days.

CHARLES DICKINSON

EVEN had not Mr. Dickinson taken up flying in his later years, he would have won a place among Chicago's foremost men.

Panic of 1873 found Charles hard at work, with his brothers Albert and Nathan, and sister Melissa, paying debts from Chicago Fire of 1871. This family co-operation continued for forty years and resulted in their creating and handling the largest business in grass and field seeds exclusively in the world. Melissa died in 1910; Albert married and retired in 1912.



At twenty-two, in 1880, he visited England, France and Germany, and in 1884 Northern Africa, and Russia in 1883, 1884, 1899 and 1900, to promote foreign trade. He has traveled every country in Europe where grasses and clovers are grown.

Charles Dickinson owned a controlling interest in The Albert Dickinson Company from 1912 to 1920, but retained his office of Vice-President and kept vacant the office of president because his brother Albert was living, though retired, and his brother Nathan, remained treasurer. He built the working plant at 35th and California Avenue, adapted for largest and best grass and field seed business the world over, with rail and water transportation. During the interval (1912-1920), the book assets of the various companies increased from $2,600,000 to $9,000,000. He made first ninety-nine year lease with Drainage Canal. Those eight years were one steady grind of hard work in business morning to night, and building at the same time, and during the period of the World War.

After a bad automobile accident in 1920, at sixty-two, he retired to "flying" as a business.

From 1920 to 1926, The Aero Club of Illinois and Charles Dickinson as president, were at the head of air activities in Chicago.

Took first flight as passenger in 1910, and flew "solo" at sixty-two, first licensed flyer at seventy.

At sixty-five, in 1923, made the first non-stop overnight flight from Chicago to New York with Eddie Stinson, from 11:00 P. M. to 7:30 A. M., in a German Junker airplane. Made same trip in daylight with Elmer Partridge, pilot, in his own airplane of ninety H. P.

His air mail contract (Route No. 9) from Chicago to La Crosse, Milwaukee, St. Paul and Minneapolis, 1926, was the only one taken and carried to a finish without alteration. He was a passenger at sixty-nine and seventy in the two transcontinental air derbies—New York to Spokane, 1927, and to Los Angeles, 1928. He gave the Illinois Model Aero Club boys under Walter Brock's training the right to fly their planes on his Lake Calumet property and often financed their trips to competitive meets. More of his aircraft activities recorded in The Economist of Chicago under Aircraft News previous to 1928.

He had the first talking machine and second automobile in Chicago, and further pioneered in talking machines, gasoline engines, automobiles and flying machines.

He established the first laboratory in a business house, in charge of a college professor, to produce, grow and prepare to ship the bacteria that feeds clovers and legumes nitrogen faster than their roots can take it from the soil to increase values—quantity and quality—for the farmer-producer.

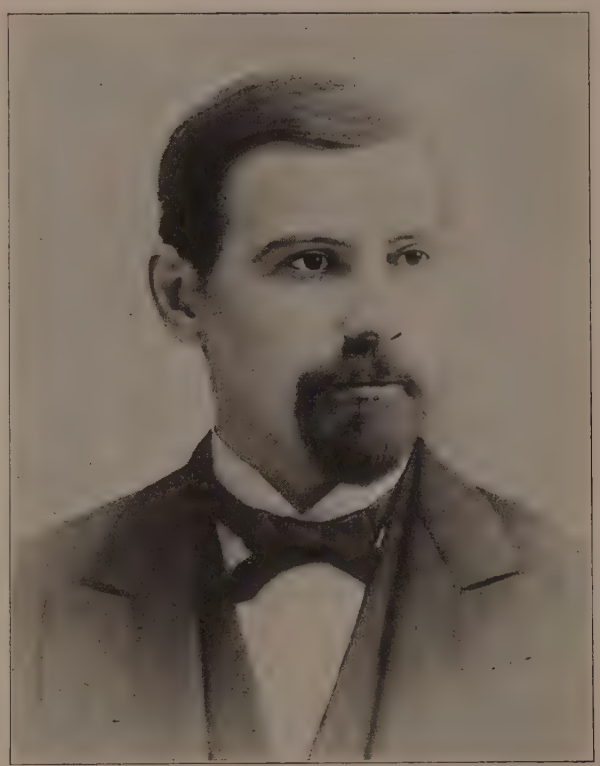
Born in Chicago at 139 South Wabash Avenue, near Madison Street, 1858, the youngest of ten.

Educated in Chicago schools, and short term Northwestern University Medical School, when thirty-three, using vacation time.

Married Marie I. Boyd of Chicago, a widow, in 1897. Wife died in 1910, since then he resided at the Blackstone Hotel. Is a member of the Society of Friends, a Trustee of the Iroquois Memorial Emergency Hospital. Member of the Union League Club since 1898. Forty-seven years a member of the Board of Trade. Is Vice-President and Trustee of Academy of Science. He is one of Chicago's Makers.

JOHN JAY BORLAND

THE lumber industry, to which Chicago in its early days owed so much, was built up and maintained in its integrity by such men as John Jay Borland, one of the pioneers in furnishing the young city with its building material. His reputation for integrity was behind the construction of many of Chicago's structures, and his name today adorns the front of one of its best office buildings, the Borland Building at the corner of Monroe and La Salle Streets.



Mr. Borland was born on October 31, 1837, at North Evans, New York, the son of John Borland, a native of Manchester, Vt. His mother was a member of the Tappan family of Dorset, Vt.

As a boy he attended the public schools of North Evans, and later he had a course in a business college refusing to let his father spend any money on a university career for him. When he was eighteen years of age the family removed to Carlton, Wisconsin, where the father became senior member of the lumber firm of Borland and Dean. The youth went to work for the firm, helping to build a dock and set up a sawmill, and learning all the details of the business by acting as clerk.

When he was only twenty-one years of age he had made such a success that he was able to buy his father's interest in the firm and, realizing that Chicago was the metropolis of the future, removed his headquarters to this city. He came here and took personal charge, leaving his associates to handle the production end of the business. He went after new business with such success that inside of a year he had to have new capital, and to make possible the expansion he planned he took in another partner, William Blanchard, who already had extensive connections in the lumber industry.

The business was thriving and running smoothly in a short time, and Mr. Borland took occasion to visit his old home at Carlton, Wisconsin, in the spring of 1861. While he was there the Civil War opened and obeying his patriotic inclinations he enlisted at once in the Fourteenth Infantry. His regiment went very early to the front, and the young patriot saw action almost from the first. His regiment went into service in the Mississippi Valley, and he fought in many battles. On one occasion he came to the personal notice of his brigade commander, General Frederick Steele, on whose recommendation he was promoted to a captaincy for bravery under fire. Late in 1863, at the battle of Helena, Arkansas, Captain Borland was so severely wounded that his life was despaired of. He was invalided home, and the war was at an end before he had recovered.

He found that his partners had carried on the business with marked success while he was fighting. Shortly after his return he sold his holdings at Carlton, Wisconsin, and the firm became known as Blanchard and Borland.

But he could not long keep out of the production. When some of his acquaintances planned to erect mills and begin operations in the forests of Michigan, he was interested. So when the Ford River Lumber Company was organized in 1869, Mr. Borland took a block of the stock and was elected treasurer, which office he held during the remainder of his life.

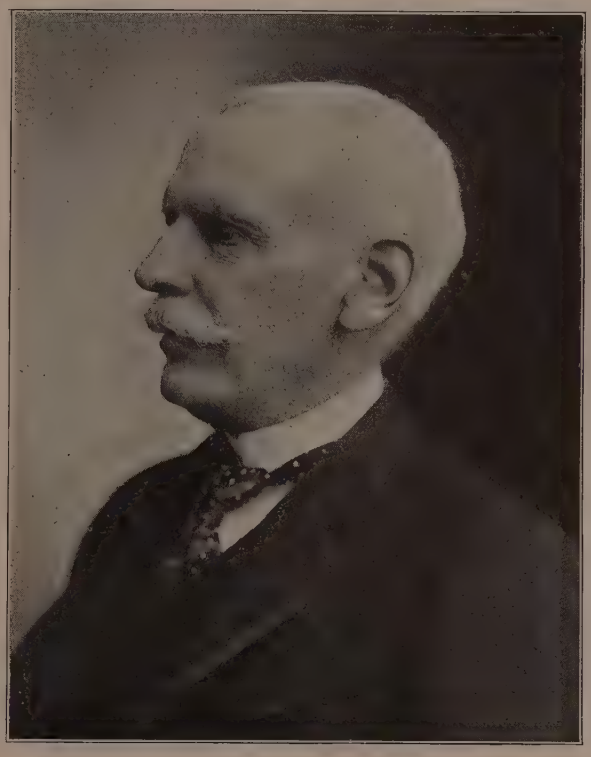
Mr. Borland was twice married. His first wife was Miss Sophia L. Ingersoll of his native town of North Evans, Massachusetts. To them was born one son, John Ingersoll Borland. She died in 1876. On August 29, 1877, he married Miss Harriet Blair, their two sons were, Chancey B. and Bruce Borland.

Mr. Borland was a man of fair dealing with his business associates, and always had the most scrupulous consideration for the rights and wishes of his employees. Those who went into business with him, frequently placed him in positions of responsibility, assured that he would guard their interests as his own. He died at his home in Chicago on Oct. 11, 1881. He was one of Chicago's real builders.

WILLIAM W. KIMBALL

PERHAPS the reason that William Wallace Kimball became so great a figure in the annals of the nation's mercantile history is that he could not help himself. For ever since 1634 when the first Kimball, Richard, settled in Massachusetts, the family name has shone with great lustre in "the arts of war and peace" alike.

William W. was born in Oxford County, Maine in 1828, where he spent the first eighteen years of his life in acquiring as much of an education as his native county had to offer. He began his career with store-clerking and then teaching, but his flair for commerce was not to be denied; at twenty-one he became employed as a "traveler," eventually covering the entire country.



A couple of years later Mr. Kimball visited the frontier city of Chicago, was pleased with the vigor of its trade, and in the fall of 1857 started in business as a dealer in pianos and organs—despite the failure of others in the same line of endeavor, and the fact that most of the Chicagoans could handle tools better than piano keys.

But his policy turned out to be far-sighted, and after its removal to the splendid ware-rooms in the Crosby Opera House on Washington Street, the Kimball establishment became the center of the musical traffic of the Northwest.

And then, of course, came the Blaze of 1871. Contemporary newspaper items state that within forty-eight hours of the end of the great fire, the residence of W. W. Kimball on Michigan Avenue had become a musical warehouse, with the office in the billiard room and the shipping department in the barn.

Due to the steady expansion of the business under Mr. Kimball's able guidance, the concern marched from Michigan Avenue to Thirteenth and Wabash, thence to State and Adams, and then to the large structure (in those days colossal) at State and Jackson. The final move housed the firm in the building where now stands the present commodious and stately edifice on Wabash Avenue and Jackson Street. That was in 1891.

Mr. Kimball was something of an idealist. He believed that Orpheus was a greater god than Mars. He wanted to bring music into the homes of the Northwest. And he did it. For so immense was the success of his project of opening an organ factory in 1881, that six years later he initiated the manufacture of pianos, the "new scale Kimball piano" rapidly coming into prominence in Europe and in America as one of the finest instruments made.

Mr. Kimball is described as having been a man of quick, keen intellect, cheerful vitality, and optimistic disposition. He had a great predilection, not only for the game of commerce, (which he enjoyed for its own sake, not for what he could make out of it), but also the drama, club life, and the society of amusing and learned people. His ability in the field of wit and anecdote did not obscure a powerful tenacity of purpose, which helped the Kimball organization to rise successfully to every emergency.

In 1865 Mr. Kimball was married to Miss Evalyne M. Cone, daughter of Hubbell M. Cone of Chicago. The home they occupied and which was at the corner of Eighteenth Street and Prairie Avenue, was furnished magnificently, yet with exquisite taste and filled with art treasures. Here they entertained their Chicago friends and visitors from abroad. For many years the W. W. Kimball home was one of the show places of Chicago. Mr. Kimball in his later years left the active management of the business he had founded to his associates, who had been for many years his trusted co-workers. He passed away Dec. 14, 1904, with a reputation as one of Chicago's best loved citizens. The business which he founded has continued to grow in the quarter century that has passed since his death, a tribute to the name of Kimball.

ARTHUR DIXON

On the 27th of March, 1837—the year that saw the incorporation of Chicago as a city—there was born in the county of Fermanagh, in the North of Ireland, a boy whose life history was to be closely interwoven with that of the new-born city, his contemporary. The boy's name was Arthur Dixon, and his parents, Arthur and Jane (Allen) Dixon, saw to it that his education was early begun in the district and national schools of Ireland. At the age of 21, in 1858, Arthur Dixon migrated to America, where he found educational advantages in Pennsylvania, spending four years in Philadelphia and Pittsburgh.

In the year 1861 Arthur Dixon came to Chicago and made a beginning in business by entering the wholesale grocery house of G. G. Cook. But before the year was out he had established a retail grocery of his own, which he conducted from 1861 to 1863. Meanwhile, he had married, in Pittsburgh, Pennsylvania, in 1862, Miss Annie Carson, from which union there sprang a family of fourteen children.

In the spring of 1863 he started a general transfer business, quite by accident for while running the grocery store he had been obliged to take a horse and dray in payment of a grocery debt. Instead of looking upon this unexpected acquisition as a white elephant, he hired a driver and put the man and dray at work, hauling goods for merchants or anyone else who might be in want of such service. The business prospered beyond his expectations and he soon gave up the retail grocery for the new line, and before very long found himself the owner of a going and paying business, the headquarters of which were at 299 Fifth Avenue (now 425 South Wells Street).

From this modest beginning, under his careful and skillful management, the business constantly increased until today the Arthur Dixon Transfer Company is one of the largest of the kind in the country.

The success of the company has been very largely due to the founder's untiring vigilance in looking after the interests of his customers, some of whom have been patrons of the company continuously for nearly half a century.

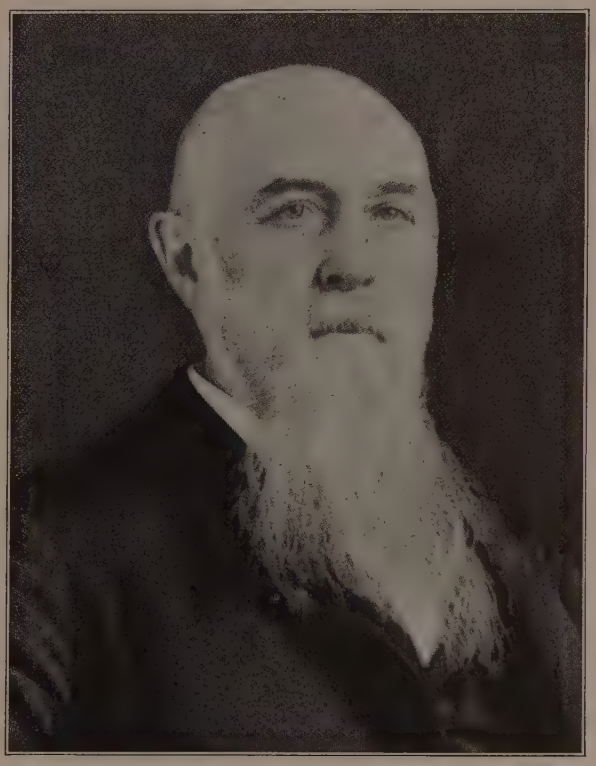
Arthur Dixon always took a keen interest in public affairs, both local and national. It was in connection with municipal affairs, however, that he found the most congenial field of action. He was a member of the Common Council from the Second Ward from 1867 to 1891, when he declined re-election. From 1874 to 1880, as president of the City Council, such was the rectitude of his rule that he earned the title of "Watch Dog of the Treasury."

He became a member of the 27th General Assembly of Illinois; was president of the Irish-Republican Club of Chicago, 1868; Irish-Republican Convention, 1869; delegate to the same, 1880, and for over twenty years was a member of the city and county Republican committees. He was a director of the World's Columbian Exposition, of the Baltimore & Ohio Railroad Co., the Chicago & Grand Rapids Railroad Co., the Central Trust Co., the F. Parmelee Co., the Metropolitan National Bank, and trustee of Wesley Hospital. He held membership in the Union League, Hamilton, Calumet and Sheridan clubs.

Above all these interests, Mr. Dixon found time to promote, as a prominent layman, the cause of the First Methodist Episcopal Church in Chicago (an organization whose history has been most colorful and inspiring), not only as a trustee, but also as a Bible-class teacher for fifty-seven years. At the time of his death in 1917, Mr. Dixon's handsome and hospitable home was at 3131 Michigan Avenue. His children were as follows: Arthur A., Elizabeth J., Clara L., George W., Thomas J., Kate Dixon Martin, Grace, Annabel Dixon Woodworth, William W., Homer L., Elsie Dixon Faithhorn, Edna Dixon Walker, Alan C., and James Blaine Dixon.

GEORGE HINMAN LAFLIN

GEORGE HINMAN LAFLIN, scion of one of the oldest and most prominent of the families which gave of their sons and daughters to the building of Chicago, could claim to be a real pioneer of the city. He first came here—though only on a visit—in 1837, the very year that Chicago ceased to be a town and was chartered as a city. He was at that time only nine years of age, and his stay was but brief, for he had to return to school in his home state of Massachusetts. But he had seen Chicago, the young giant, in its earliest days.



He was born on January 19, 1828, at the town of Canton, Connecticut. His parents were Matthew and Henrietta Armenia Hinman Laflin. His father was a manufacturer of paper and of gunpowder, and was among the first "traveling salesmen"—though they were not called that in those days—to visit the little settlement. It is recorded that Matthew Laflin used to visit Fort Dearborn, and make sales there of the powder which he manufactured in his little New England factory. It was a long, slow, tedious journey from Connecticut, overland to the Great Lakes and around by the Straits of Mackinac, or across the rivers and mountains on horseback and afoot over the old Indian trails, but Matthew Laflin made the deliveries and kept the soldiers supplied.

As a boy, George Hinman Laflin attended a preparatory school for boys at Lee, Massachusetts. Then came the permanent removal to Chicago, though the family still kept in close touch with the old home in the East, and made frequent journeys back and forth.

With his New England training and inheritance it was inevitable that young Mr. Laflin should presently engage in business, and it was not long after his arrival in Chicago that he was making his own way in the world.

At the age of twenty-three Mr. Laflin went back to the old home in New England for a bride. He was married on September 3, 1851, at Pittsfield, Massachusetts, to Miss Mary Minerva Brewster, daughter of Dr. John Milton and Philena Higley Brewster of Lenox, Massachusetts. She lived until 1902, and passed away in their Chicago home at 1614 Michigan Avenue only two years before his own passing.

Five children were born to Mr. and Mrs. George Hinman Laflin, all of whom are now dead. They were Matthew, who died at the age of twelve; Grace Madeline, who married Elisha Paxton Whitehead; George Brewster, who died at Yale University at the age of seventeen; Arthur King, who married Miss Margaret McCloud in 1905; and Louis Ellsworth Laflin, who married Miss Josephine Knowland at Plainfield, New Jersey.

With all his strength of character, his independence, and his American habit of thinking things out for himself, Mr. Laflin's later days afford another illustration of the tremendous pull which is exerted over a man's life by the ties of childhood, early associations, and the traditions of his family.

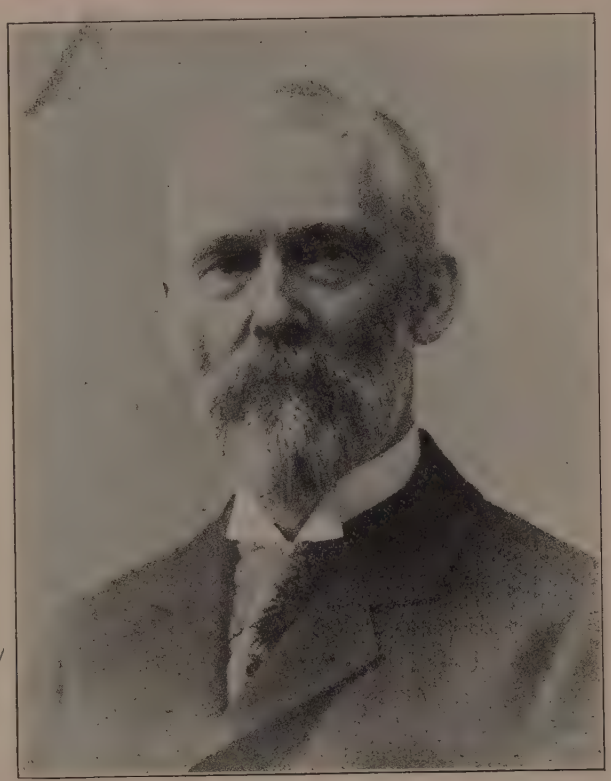
Chicago had figured in his life as a little child. His father had been a regular visitor at Fort Dearborn even before the boy was born, and the little fellow must have heard from his earliest days of the fort and the settlement. He visited the place, when he was but nine years of age. And soon after he had finished school his father induced him to settle here permanently.

Yet when age began to tell upon him, and the time neared when he was to lay down some of the burdens of an active life, there was a tug at his heartstrings which he could not resist. It was the call to return to the home of his fathers.

So he went back to Massachusetts, and bought the old family home on East Hoosatonic Street, Pittsfield. He had it remodeled, and lived there many summers with his children and grandchildren about him. There he died on July 24, 1904.

GEORGE B. CARPENTER

ONE of the pioneer families of Chicago which played a most important part in the early industrial growth of the little city, was that of Benjamin Carpenter, the first commissioner of Public Works Chicago ever had. Benjamin Carpenter came to Chicago in 1850 from Conneaut, Ohio, bringing his wife and children, the eldest of whom, the subject of this sketch, was George B. Carpenter.



George B. Carpenter was sixteen years of age when his family came to Chicago, for he was born in Conneaut, Ohio, in 1834. The city at this time numbered only a few thousand inhabitants, but was none the less a growing, hustling frontier community. The elder Carpenter entered with zest into the industrial life of Chicago, and soon became a member of the firm of Marsh & Carpenter, one of the very earliest to buy and slaughter live stock, and pack meat for shipment. This association was one of the beginnings of Chicago's world-wide packing and shipping industries of today.

For two years the younger Carpenter was put to school by his father at St. Mary's College, from which he graduated in 1852. Following graduation, he was employed in his father's packing house, where he learned the rudiments of business, but he was ambitious to enter other lines and make his own way independent of his father's position and influence in the community. In 1857 the ship chandlery firm of Gilbert Hubbard & Co., which had been established in 1840, admitted a new partner, George B. Carpenter. The firm prospered and expanded with the growth of the City. Gilbert Hubbard died in 1881 and his interest was assumed by his junior partner, and the firm name changed to Geo. B. Carpenter & Co.

Mr. Carpenter married early in life Elizabeth Curtis Greene, born in Pittsfield, New Hampshire, and four sons were born of this union. Carrying on the ideas of education promulgated by his father, George Carpenter planned and supervised the education of his sons, public and private schools in Chicago, followed by university training at Harvard.

As time went on and the sons grew to manhood, the first to come into the firm was Benjamin Carpenter, the oldest son. Gradually the burden was shifted from older to younger shoulders and with a broad understanding of life and a true philosophy, George B. Carpenter relinquished control of his business to his son Benjamin, who had so ably succeeded him in its management.

It may be of interest to note the careers of the four sons. Benjamin for many years an active partner in his father's business and later President of the Company after incorporation. A man with the priceless gift of making friends; director in a number of Chicago's fundamental organizations.

George Albert a lawyer of note; after some years of private practice, elected to the judiciary of Cook County, and finally elevated to the United States Bench. He is now senior judge in the Northern District of Illinois.

Hubbard who has succeeded to the presidency of Geo. B. Carpenter & Co.

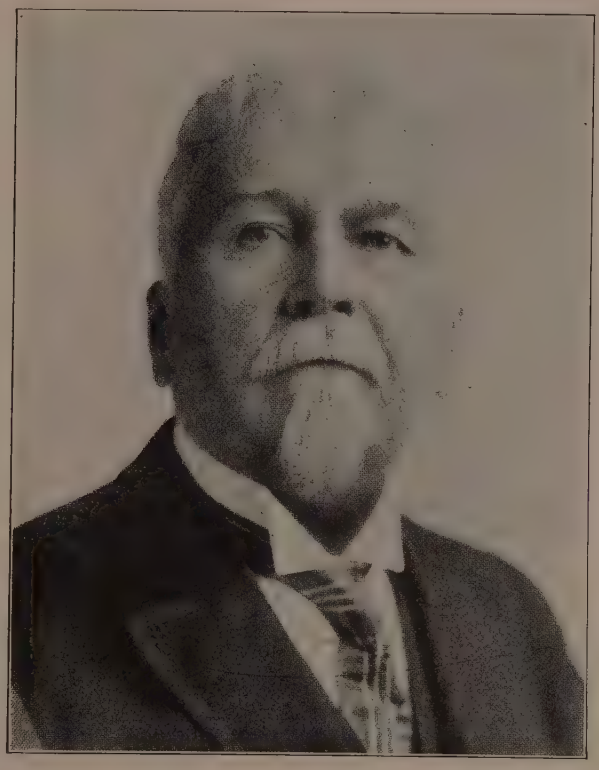
John Alden, now a Vice-President of Geo. B. Carpenter & Co., and internationally known as a musician and composer.

Not alone as a pioneer business man and public servant was George B. Carpenter one of Chicago's most valuable citizens, but also by reason of the sterling sons he left behind to carry on his work.

Mr. Carpenter died Dec. 11, 1912. The career of one who, not only built up a splendid business institution, noted for fair and honest dealing, but who left behind him his own good name, is a fine heritage. And when the sons of this man each stand for what they do in the community it may rightly be said that the name of Carpenter has added luster to the pages in which the history of Chicago is recorded.

CHARLES FREDERICK GUNTHER

CHARLES FREDERICK GUNTHER delighted the tastes of millions with his dainty creations, and left the young giant Chicago immeasurably his debtor for the store of learning, artistic taste, and urbanity that he brought with him. He built a fortune of sweet meats and enriched the treasure of a city. He was the delightful possessor of the persistence of his native Germany, the versatility of his Yankee upbringing, the enterprise of his adopted West and the erudition of the cosmopolitan scholar.



Charles Gunther was born March 6, 1837, in Wildberg, Wurtemberg, the forest country of Germany. When he was five, the family sailed for America and young Gunther embarked upon the hardships of the pioneer. In Somerset county, Pennsylvania, Charles, then little past ten, rode a daily mail route through the mountains of twenty-five miles each way. He received for the ride, 25 cents a day.

But his family gave what they could in the way of education in that isolated country. He attended private schools where they could be afforded, and when the Gunthers moved to Peru, Illinois, in 1850, he continued his studies. With a refined taste and a clear understanding to build on, the scraps that he picked up in school created a passionate desire for more and more learning that persisted until his death. He was ever delving into the customs, art, learning of distant peoples.

But the serious business of life was obtruded all too soon and young Gunther, at 14, had to postpone to the distant future fulfillment of his intellectual yearnings. He began bread winning in a country store and later moved to a drug store, where he acquired a general knowledge of pharmacy and a few of the principles of medicine. Banking was next and in three years Gunther's name was printed over the cashier's window.

But the call of distant places was too strong and in 1860 Charles Gunther set out for Memphis, where he had made associations through the extensive ice business of Peru. He had barely attached himself to a business house when the Civil War broke out and he was pressed into service as purchasing agent of the Confederate ship Rose Douglas. He was captured and held prisoner until late in the war, when he was exchanged and made his way back to Peru.

War made a horrible impression on the sensitive young man, and in the years of the Columbian Exposition he remembered and had Libby prison brought to Chicago and erected on the site of the Coliseum in South Wabash Avenue. It was he, too, that built the Coliseum itself.

Shortly after his return from the war occurred the "accident" that moulded Charles Gunther's career. He became travelling representative of C. W. Sanford Company, Chicago confectioners. He traveled the South and the Middle West, and between trips ventured to Europe. His native curiosity led him to adopt languages easily and to learn tastes and customs, and when he was ready to launch into business for himself, he was well backed by experience. Mr. Gunther's first shop was opened in 1868. His scrupulous taste and his sumptuousness won immediate fame. His invention of the caramel set millions to munching. The fire swept out his business but it was soon going again at 212 State Street, and the crystal palace still survives in the memory of thousands.

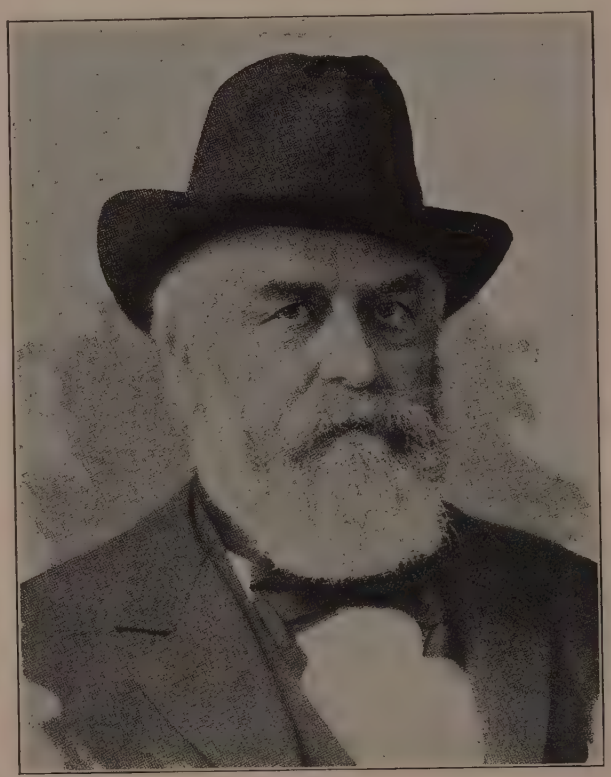
But the Gunther name goes further. His collections of manuscripts, paintings, objects of art and rareties of all kinds were fabulous. He gave much of it away. Some of it was bought. The Y. M. C. A. hotel has many of the pictures.

For two terms Mr. Gunther served in the city council and in 1901 he was elected city treasurer. He was married April 30, 1869, to Jennie Burnell of Lima, Indiana. They had two sons, Burnell and Whitman, the latter having died before his father's death, May 22, 1909.

CARTER HENRY HARRISON

CARTER HENRY HARRISON, descendant of one of America's most distinguished families, encountered early in life unforeseen hardships that might have retarded any career, but through the sacrifices and bravery of his mother, his own high intelligence and courage, he rose to add in no small measure to the glitter of the Harrison name.

A grateful city looks back to Carter Harrison, and thanks him for the evolution of city government he set afoot, for the police and fire departments he took out of politics, for the broad visioned program that made it possible for Chicago to grow rapidly, safely, and sanely.



Carter Henry Harrison, encountered in life, bitter opposition on nearly every hand. After his assassination the whole city realized the leader they had lost was a great man and the city mourned, every man, woman and child of it.

Carter Henry Harrison was born near Lexington, Kentucky, February 15, 1825. His great grandfather was Benjamin Harrison, the father of President William Henry Harrison. His grandfather was a first cousin of Thomas Jefferson. He, himself was the cousin of John C. Breckenridge.

Carter's father died shortly after his birth and the burden of raising the boy to manhood fell upon his mother, a daughter of Col. William Russell, of the United States Army, a pioneer of the Northwest.

Carter Harrison's brilliant career may be traced down to the brave struggles of the widowed mother to give him the advantage of education. She sent him to school when she could. When she couldn't she taught him herself. Dr. Marshall, a brother of the chief justice of the supreme court, met the lad, saw his promise and prepared him for school. He was graduated from Yale in 1845 and entered Transylvania University law school, from which he was graduated two years later.

The Harrison love of travel led young Carter on a trip to Egypt and Asia in 1851. Four years later he came to Chicago, invested what money he had in real estate and prospered.

Carter Harrison had no use for politics until he was forced into the arena by eager friends. His first venture was inauspicious. He was defeated for the state senate in 1869. But in 1871 he became one of the first board of commissioners of Cook County. He held that office until 1874, when he began the first of two terms as congressman. At Washington he distinguished himself as an able politician and a good statesman and won fame as the father of a bill to make the president's term six years, barring him from reelection. His summers were spent in Europe with his family.

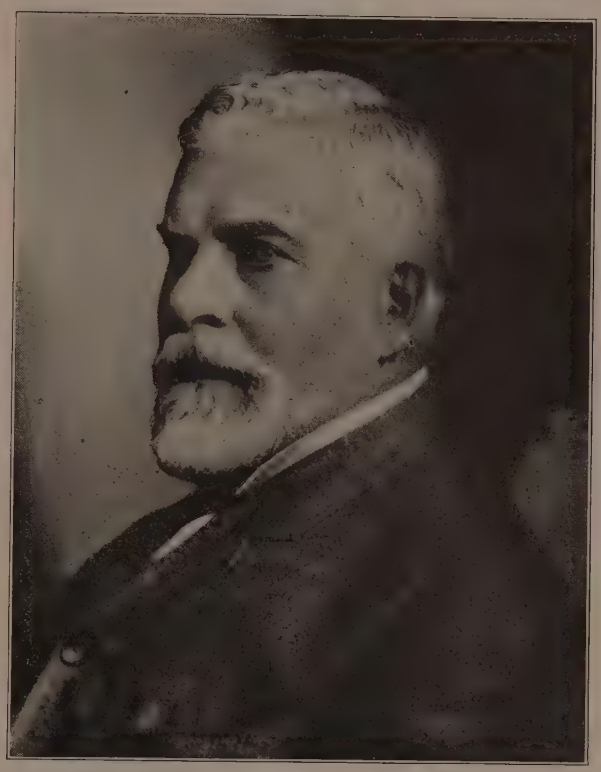
In 1879 he was first elected mayor and was re-elected in 1881, 1883 and 1885. His accomplishments for Chicago in that time have already been written in many volumes. It is conceded by all that he was one of the city's greatest executives and that he did more to enable Chicago to enjoy a healthy growth, perhaps than any other man. He had run for governor in 1884 and cut the Republican majority in half. He traveled around the world and in America and wrote two travel books. In 1891 he acquired control of the Chicago Times and guided its doings until his death. The storm preceding the World's Columbian Exposition caught him up. He was nominated for mayor. He fought the bitterest mayoralty battle in Chicago's history. He was elected by an overwhelming majority.

Mayor Harrison had always loved his home and family. His first wife, Sophy Preston, whom he had married April 12, 1855, died in Europe in 1876, leaving him with two sons, Carter Henry, who also became mayor of Chicago for five terms, and William Preston. He married Marguerite Stearns in 1882. She died in 1887.

R. T. CRANE

On May 1, 1855, there arrived in the city of Chicago a resolute young man of twenty-three, whose name, in the course of the next five decades, was to become familiar to millions of people all over the civilized world.

Already acquainted with the meaning of hard work, he adventured to the future capitol of the Middle West, not merely to seek his fortune but with a firm determination to make it.



Born at Paterson, New Jersey, R. T. Crane knew labor from childhood. At nine years of age, he went to work in a cotton mill. This was followed by four years in a tobacco factory, and, later, service under a truck farmer. At fifteen, he was apprenticed to a brass and bell founder of Brooklyn. Then came machine shop experience in New York City; then employment with Hoe & Co., the famous manufacturers of printing presses; and finally, in the spring of 1855, the decision to push his fortunes westward.

Seeking out an uncle, Martin Ryerson, whom he hardly remembered, this self-reliant newcomer to Chicago told his story and voiced his ambition to capitalize the hard-earned experience of his teens by engaging in the foundry business for himself.

Such courage was not to be denied. In a corner of his uncle's lumber-yard at the southwest corner of Canal and Fulton Streets, Chicago, a small frame building was erected, on whose roof appeared a modest sign announcing, "R. T. Crane Brass and Bell Foundry."

Here it was, on July the 4, 1855—a fitting date for his personal declaration of independence—that the earnest young man from New Jersey poured the first metal that ever entered into a Crane product.

His personal declaration was in the form of a resolution, since known as the Crane creed, and upon which is predicated every activity of the company he founded. It reads:

"I am resolved to conduct my business in the strictest honesty and fairness; to avoid all deception and trickery; to deal fairly with both customers and competitors; to be liberal and just towards employees; and to put my whole mind upon the business."

Mr. Crane soon sent for his brother Charles to join him, and they employed two workmen to assist them in the increasing business which came their way. In 1856 the business was moved to 102 West Lake Street under the name of R. T. Crane & Brother. Before long they were able to take on additional lines, the jobbing of wrought iron pipe and fittings, and steam warming. The panic of 1857, depressing though it was, failed to annihilate the Crane business as it had so many others; the following year brought the steam-warming contract for the Cook County Courthouse to the brothers Crane.

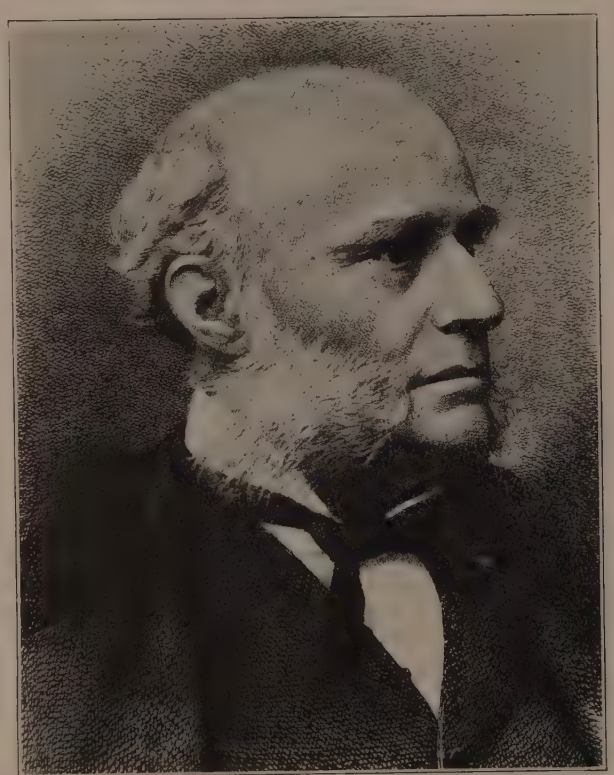
A further advance was made when they built an iron foundry and a pipe mill, the latter in 1864. Their entrance into the field of malleable and cast-iron fittings manufacture foreshadowed the giant growth that the future was to bring. And additions to the plant and the incorporation of the Crane Elevator Company brought the name of Crane into even more prominence in the industrial world. When Charles Crane retired in 1871, R. T. Crane carried on.

Mr. Crane was for years an active member of the Citizens' Association and the Citizens' League, and was nominated as Mayor by an independent movement in 1885. Mr. Crane was married on October 8, 1857, in Lockport, New York, to Miss Mary Josephine Prentice. Their children, Charles, Herbert, George, Kate (Mrs. A. F. Gartz), Mary (Mrs. E. A. Russell), Frances (Mrs. F. R. Lillie), Emily (Mrs. T. L. Chadbourne, Jr.), Richard and Leon, are all living except George and Leon.

Mr. Crane died on January 8, 1912.

JOHN CRERAR

THE name of John Crerar is one that will never be forgotten in Chicago, for he left a monument more enduring than bronze, providing in his will a generous fund for the endowment and maintenance of a free public library. And today the Crerar library, occupying a magnificent building at Michigan avenue and Randolph street, is regarded as one of the most complete of its kind in America and is visited daily by hundreds of students in quest of technical and scientific information.



Mr. Crerar, merchant, churchman and philanthropist, was born in New York City in 1827, the son of John and Agnes Smeallie Crerar. Both his parents were strict Scotch Presbyterians, and he was brought up under a rigid religious discipline.

His father died when John was very young and some years later Mrs. Crerar married another Scotchman, John Boyd who was connected with the American branch of the English steel house of William Jessop & Sons, Ltd.

The lad attended the New York public schools, showing great aptitude as a scholar, and at the age of eighteen began his mercantile career by entering the establishment which his father-in-law represented.

He came to Chicago in 1862 as a representative of the railway supply firm of Morris K. Jessup & Co. which had a branch house in this city in charge of J. McGregor Adams. Shortly afterwards, Messrs. Crerar and Adams purchased this branch and formed a partnership. The firm became one of the largest in Chicago.

Mr. Crerar had other large commercial interests, especially in the Adams and Westlake company. He was one of the incorporators of the Pullman Palace Car company and a director of that corporation. He was identified moreover with the Chicago and Alton railroad, the Chicago and Joliet railroad, the Illinois Trust and Savings bank and the London, Liverpool and Globe Insurance company, being a director of all these organizations and president of some at one time or another.

Faithful to his Scotch traditions, he identified himself with the Second Presbyterian church, of which institution he was a trustee and an elder and a liberal supporter. He was a consistent reader of the Bible and it is said that he knew the eighth chapter of Romans by heart. There was no twilight zone in his distinction between right and wrong.

During his life Mr. Crerar gave generously to charities of every kind, making no distinction between creeds, but giving quietly and where the need was greatest. Thousands of dollars were thus disposed of, though not in such impressive sums as were revealed by the probating of his will. He was a director of the Presbyterian hospital of the Chicago Relief and Aid society and of many similar institutions, and was vice-president of the Chicago Orphan asylum. He was a generous donor also to the Chicago Historical society and to the Y. M. C. A.

Always interested in literary matters, he was an active member and former president of the New York Mercantile library, and was instrumental in bringing William Makepeace Thackeray to America on his famous lecture tour.

Mr. Crerar was a bachelor and made his home for many years at the Grand Pacific hotel, where his regular habits were looked on as one of his harmless eccentricities. He died Oct. 19, 1889.

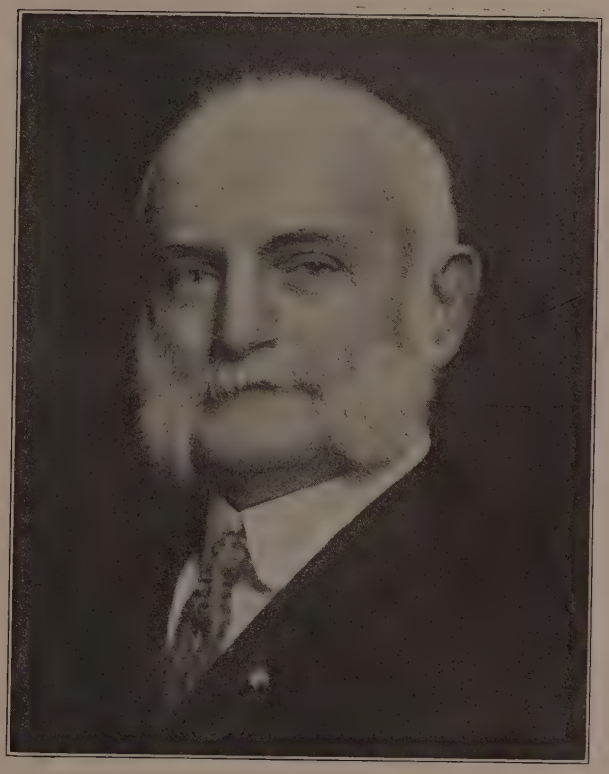
His great love for the city was disclosed in his will which disposed of an estate of $4,000,000. It bequeathed more than $1,000,000 to religious and charitable institutions.

The crowning gift was $2,000,000 for the establishment of the great library that preserves his name.

DANIEL MINER LORD

THE colorful and varied career of Daniel M. Lord extends over a period of eighty-five years, at the extremities of which are a meager position in a ship chandler's store and retirement from the presidency of one of the world's greatest advertising organizations—Lord and Thomas and Logan.

Boston, Mass., was the scene of Mr. Lord's birth, which took place on September 29, 1844. He was the son of Daniel Miner Lord and Eliza Anne (Hardy) Lord. He came from a distinguished family, most of them literary and professional people, several of them college presidents, and many officers in the navy. His ancestors on both sides had fought in the war of the Revolution and the War of 1812.



Mr. Lord was educated in the country schools of Shelter Island, New York, and later Munson Academy, Mass., where the untimely death of his father compelled him to leave; he never resumed his studies there.

Oddly enough, Mr. Lord's first ambition was to be a mechanical engineer. However, when the time came for him to make his own way in the world, he was able to secure only a very subordinate position in the ship chandler's store of his uncle in Boston. The wages were of course, very small, and the future held no possibilities. Mr. Lord's ambitious temperament could not long endure the monotony of his labors, and at length in 1868 he decided to cast his lot with the many who were then migrating to the thriving town in the middle west. He arrived in Chicago in November of that year, and succeeded in obtaining a position as cashier, receiving money from conductors on the West Side Railroad. About this time the publishing business began to intrigue Mr. Lord. He left his position with the railroad to enter the publishing field with Mr. Thomas, later his partner in the firm of Lord & Thomas. They had to secure advertising for their new publication, and it did not take Mr. Lord long to visualize the unlimited possibilities of the advertising profession. Advertising at this time was in the very earliest stages of its development. As a profession, it was not to be recognized until many years later. Outside of traveling shows and producers of patent medicines, few people then had occasion to advertise. Of necessity, advertisements were primitive; color process printing, photo-engraving, mechanical typesetting, these had not yet been invented. From these small and handicapped beginnings, Mr. Lord and his collaborator developed one of the largest advertising institutions the world has ever known. The success of the firm of Lord and Thomas and Logan need not be enlarged upon here. Their clients include some of the greatest corporations in the United States; they purchase space whose value aggregates millions of dollars annually.

Mr. Lord has been a loyal and faithful citizen of the city that gave him his start. Until his retirement from the presidency of Lord and Thomas in 1904, and for some time thereafter, he was very active in promoting movements pertaining to the city's welfare. For fifteen years he was president of the Stockyards District of the Bureau of Associated Charities. Civic affiliations include membership in the Civil Service Reform League, and the Municipal Voters' League. He has always been supporter of peace organizations and reform movements.

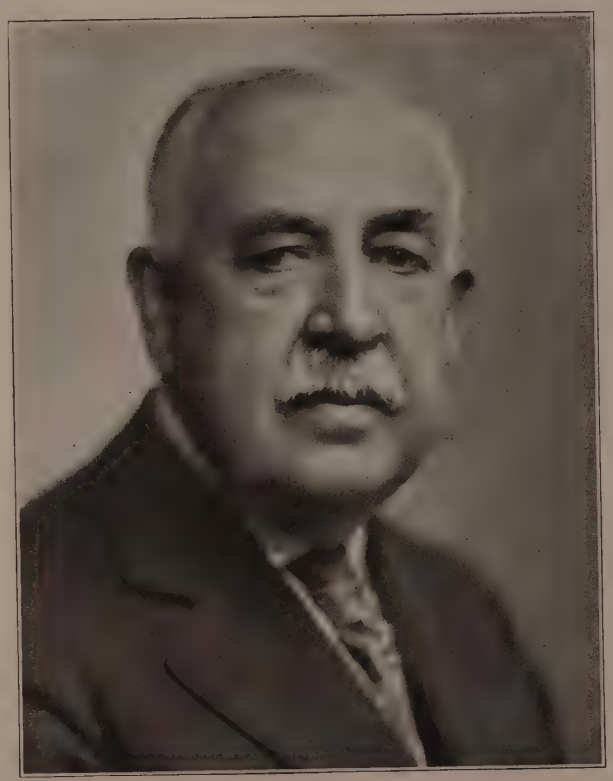
He has membership in the Union League, Chicago Athletic, City, Kenwood, and Flossmoor Golf Clubs. He held the presidency of the Chicago Athletic Club in 1898. Mr. Lord also belongs to the Art Institute. Mr. Lord was for many years one of Hyde Park's best loved citizens. In his declining years he is living in New York City.

In 1873 Mr. Lord married Florence S. Tullis, daughter of William B. and Leonora Favorite Tullis. There were four children: Arthur D., Alice Lord Parsons, Florence Lord Hough, and Daniel M., Jr.

FRANK EUGENE SPOONER

ONE of the men of sterling character who expended the best years of his life in building the Chicago of today was Frank Eugene Spooner, descendant of grand old Puritan stock, who came to Chicago in 1864 and who played an important part in the rebuilding of the city, both materially and morally, after the great fire of 1871. He was known alike for his business ability and for his charity.

He was born June 8, 1844 at the little village of Belchertown, Massachusetts. His parents were John Milton Spooner and Phebe Thompson Chapin Spooner, whose ancestors came to Plymouth Colony from England before 1637. A number of his ancestors took gallant part in the Colonial Wars and the War of the Revolution, and three of his brothers saw service in the Union armies in the Civil War.



His early education came through the grammar and high schools of Springfield, Massachusetts; but his real education through long years of reading and thinking, research, and extensive travel. By this means, though all his life he was a man of business affairs, Mr. Spooner became known as one of the most cultured and courteous Christian gentlemen of Chicago.

At 17 years of age, he became an employee of Samuel Norris of Springfield, a large contractor for government arms during the Civil War. Two years later, Mr. Norris' brother-in-law, Theodore W. Phinney, who had organized the Chicago Union Lime Works, persuaded him to come to this city and enter his employ, which he did on March 17, 1864. Within a year he became managing director of The Chicago Union Lime Works, which office he held until he retired from this business in 1893, and with his son-in-law organized the real estate firm of Spooner, Case & Co., in 1837.

Mr. Spooner was married, on January 12, 1869, to Maria Caroline Pettibone, daughter of Chauncey Jeptha Pettibone and Caroline Eunice Peabody Pettibone, of Fond du Lac, Wisconsin. To them were born three children—Carrie, Mae Phebe (Mrs. James T. Dickson), and Frank Vallette. Of these, Carrie, now Mrs. Francis M. Case of Hubbard Woods, survives, and her daughter Carolyn (Mrs. Lawrence E. Norem) is Mr. Spooner's only grandchild. As was to be expected from his lineage, Mr. Spooner was a devout churchman and all his life was connected with church organizations, and active in their work. He was long a Trustee, Treasurer and Elder of the Third Presbyterian Church; then an Elder and Trustee of the Kenwood Evangelical Church. In 1911 he became a member of the Winnetka Congregational Church and an associate member of the Congregational Church of Winter Park, Florida, where, in the later years of his life, he spent the winter months at his estate on the shores of Lake Osceola.

Mr. Spooner was a close student of the Bible and, over a period of many years, he taught Bible classes, exerting great influence over the lives of the many who studied under him and who held him in reverence. For ten yars he was President of the Chicago Bible Society and for nineteen years Vice-President of the American Bible Society.

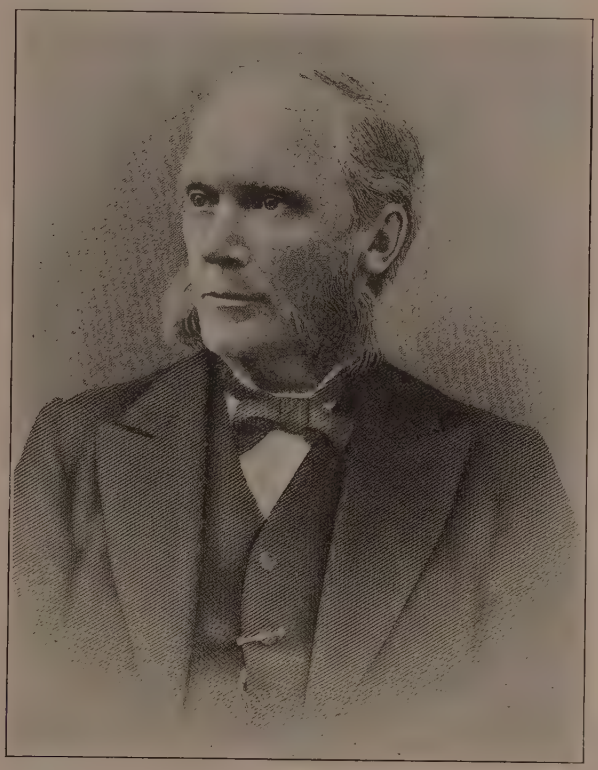
One of his services to Chicago was providing the best materials for the rebuilding of the city after the great fire.

Another valuable contribution from 1897 to 1903 was his work as one of Cook County's first board of three Jury Commissioners, appointed to enforce the new Jury law. His nephew and protégé David Brainerd Spooner became a noted archaeologist of the English government in India. All his life Mr. Spooner was known as a man of highest integrity and an exponent of all that is honorable in business dealings. He was a member of the old Illinois Club, the Union League, Kenwood and Hamilton Clubs, Society of Colonial Wars, New England Society of Chicago, Chicago Historical Society and the Art Institute of Chicago. Mr. Spooner died Dec. 3, 1925.

JULIUS WALES BUTLER

CHICAGO'S wholesale paper firms, according to the recent industrial census, transact an annual business amounting to more than $159,000,000. And no small percentage of these vast sales was made by that pioneer firm, the Butler Paper company.

Its founder, Julius Wales Butler, learned the paper manufacturing business from his father, Zebediah Butler, who operated a mill in Essex, Vt., where Julius was born, the youngest of a family of nine children, May 7, 1828.



An elder brother had preceded him to the West, and had established at St. Charles, Ill., the first paper mill this side of the Ohio river.

Julius Butler had been educated at the district schools of his native Vermont town and had attended the academy at Hinesburgh, Vt.

His mother's death broke up the family. His father emigrated to Ohio, and Julius, left to shift for himself, hired himself out as clerk and general utility boy at the Hinesburgh post-office.

At the age of twenty-three he came west to join his brother who, in addition to his paper mill, had opened a general store at St. Charles. Julius took charge of this and operated it successfully for about six years, then came to Chicago to assume an interest in the paper business, with headquarters at 48 State street.

This was in the early '50's. Chicago was then one of the rawest of frontier towns and was still wallowing in the mud. Its citizens drank hard liquor and chewed tobacco. Hardly a promising market, one might think, for paper—news-print or stock for books.

There were no publishing houses in Chicago. Book and magazine sales were negative, and the newspapers ran off only small editions. What books and paper were manufactured came from the East, and the East rather looked down on Chicago as being a barbarous sort of place and devoid of culture.

Nevertheless, the Butler paper house, so precariously established, proceeded to grow with the upstart prairie city, and the business actually prospered. Improved machinery was installed in the plant as the occasion demanded, and the rumble of wagon wheel was heard on the rough country roads as these vehicles went everywhere collecting from the farmers' wives old rags to be carried to Chicago and made up into paper.

The firm was known at that time as Butler and Hunt. In 1862 it was consolidated with the firm of G. H. and L. Laflin, and continued in business as Laflin, Butler & Co. The grade of the product gradually improved. Chicago was beginning to show the East something about paper.

In 1876 the house was incorporated as the J. W. Butler Paper company, with Julius W. Butler as president, his elder son, Frank O. Butler, as first vice-president, and his younger son, Julius F. Butler, as second vice-president.

The firm survived several big fires, including the city-wide conflagration of 1871, which all but erased it from the map.

Despite these calamities and despite the fact that the Butler house had to create and develop a market, its business has increased steadily until today it ranks as the first of its kind in Chicago and the middle West.

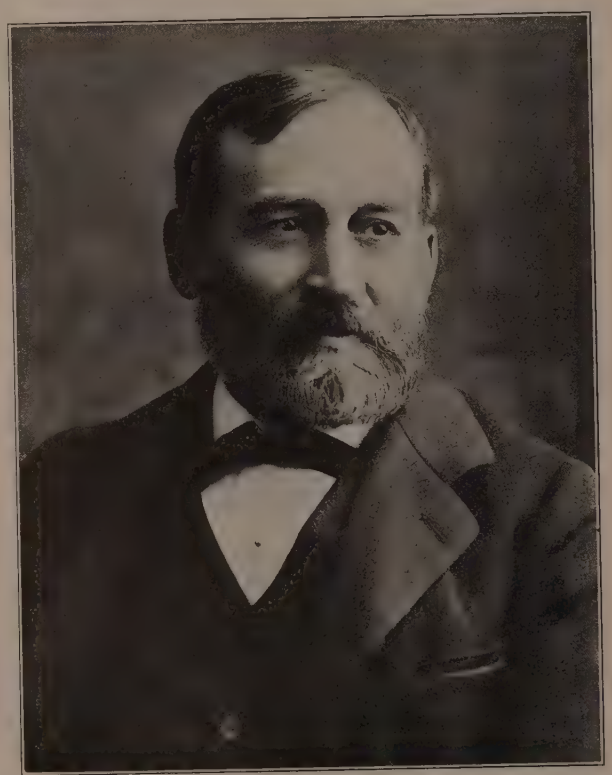
Mr. Butler was married in 1857 to Julia Osgood of Brattleboro, Vt. Of his four children, two boys and two girls, the boys alone attained maturity.

Mr. Butler lived to enjoy the sunset of his life, and during his declining years was looked up to and revered as one of Chicago's oldest citizens.

Having identified himself with the Republican party at its outset, he remained ever loyal to it, and represented the party as a delegate to several of the national conventions. He was one of the early members of the Union League club and for many years a trustee of the Union Park Congregational church.

JOHN M. SMYTH

OF ALL the men of Chicago who started life under the handicap of poverty, yet who lived to see their names become household words, to amass great wealth and to die beloved and mourned by all the city, none has a more remarkable record than John M. Smyth, son of immigrants, printer's devil, merchant with a capital of $250, political leader, millionaire, and—which he prized above all the rest—upright and honest citizen, and friend and benefactor of the poor.



He was born at sea on July 6, 1843, the son of Michael and Bridget Smyth who were making the voyage from County Mayo, Ireland, to America. After a brief stay at Montreal the family came to Chicago and settled here permanently.

At home Michael Smyth had been a school teacher and surveyor, and before he had been long in Chicago he was elected clerk of the North Town board. But in a few years he sickened and died, leaving his widow to be cared for by four boys, of whom John, the eldest, was only 13.

John Smyth met that responsibility as he met all others throughout his life. He went to work. His first job was in the composing room of the old Chicago Republican, later the Inter-Ocean. His mental keenness soon won for him a transfer to the business office, and in a short time he was the leading advertising solicitor in the city.

But John Smyth wanted to work for himself, not for others. So in 1867, when he was 24 years old, with a capital of $250, he formed a partnership with Thomas Mitchell who possessed a like amount, and they opened a little furniture store on West Madison Street, not far from where the great John M. Smyth store stands today.

Even this was not enough for the independent spirit of John M. Smyth—he did not want a partnership, but a business all his own. So it was not a year before he bought his partner's share in the business, and started on that independent career which made him one of the most noted men in Chicago, as well as one of its most respected citizens.

From that time on his progress was rapid. His business rapidly outgrew the small quarters, and when they could no longer be enlarged, he removed to the site of the present store, and installed a large furniture stock. This store and all it contained were swept away by fire in 1891. Next morning he was standing beside the ruins when a friend asked what he would do now.

"I can't do anything until this stuff is cool enough to be hauled away," was his characteristic reply. He knew what he would do. Sure enough, as soon as it could be removed, the wreckage was cleared off and the present 8-story building began to arise on the site.

The quality of the man is shown by his attitude toward John R. Walsh. They had been friends, and when Walsh needed money Smyth was one of five men who guaranteed Walsh's notes for more than seven million dollars. When all Walsh's banks failed, John M. Smyth worked night and day to save Walsh and—which was secondary in his mind—to protect his own capital. It was the exhaustion of this work, keeping him out late in all weathers, which brought on the attack of pneumonia of which he died on November 4, 1909.

Mr. Smyth was married in 1871 to Miss Jane Hand, and to them were born eight children: Thomas M., William P., John M. Jr., Jane, Sarah, Ellen, Loreto and Mary.

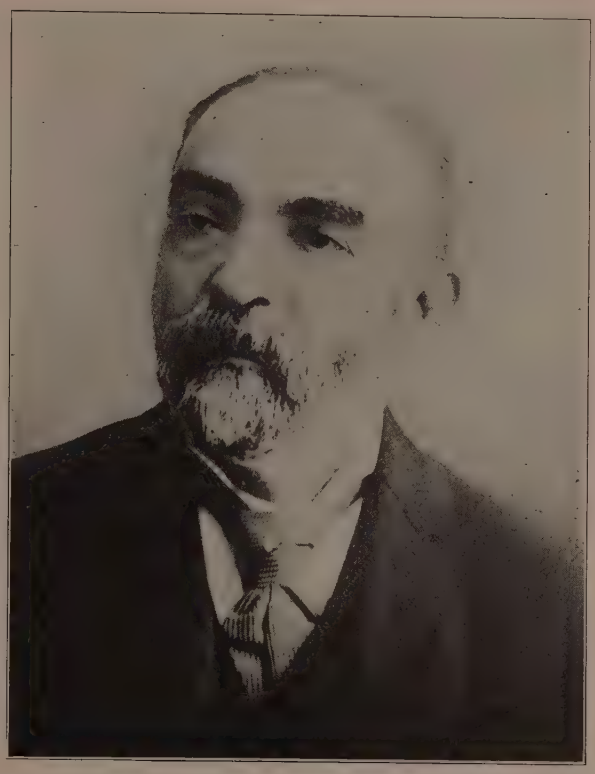
All his life he had been a devout Catholic, a member of St. Patrick church. His funeral was from the Church of the Immaculate Conception, and was attended by the United States senator from Chicago, by judges, legislators, city and county officials, and—which would have pleased him most if he could have known—by thousands of poor whom he had befriended.

The name of John M. Smyth still stands a synonym of four-square business dealing in Chicago.

SAMUEL F. LEOPOLD

IN THE atlases and in the almanacs a description of Chicago always begins, "On Lake Michigan . . ." And when one considers the immeasurable benefits that our city has derived from the Lake; how largely responsible lake traffic has been in fostering commerce and industry in Chicago, the old phrase takes on a new significance.

Still this vast volume of lake transportation, like the pyramids of Egypt, like any great work of man, sprang from the ambitions of a few farsighted individuals. And in the development of this particular phase of Chicago's greatness no man has been a more important factor than Samuel F. Leopold.



One of Chicago's pioneers, he began his activities in the Great Lakes region before the nineteenth century had reached its halfway mark. He was born in Riechen, Germany, in 1826, emigrating to the United States in 1846. In company with his three brothers he earned a living by fishing and trading on Mackinac Island. In 1850 the Leopold brothers moved to the Copper Country in the Upper Peninsula of the State of Michigan, in the northernmost tip of the central portion of the United States. They established stores at Eagle River and Eagle Harbor, Michigan, and also a branch at the Cliff Mines, one of the first copper mines ever operated in the United States. A few years later their main store was opened at Hancock, Michigan, the nucleus of the far-flung copper mining operations for which that locality is still famous.

It was a much different business, dealing with rough miners and pioneer settlers in those early days, than the twentieth century merchant's problem. The ease and luxury afforded by modern conveniences and modern inventions were not available to the early traders. Nor were the lake boats that brought provisions to Chicago the equals by far of the lordly vessels that now saunter gracefully down the Chicago River, the various bridges respectfully making way, one after the other.

Merchandising was not the lone concern of the firm. Dealing in grain and provisions which they distributed among the mining companies and the merchants of the Upper Peninsula of Michigan, built up a considerable trade. Yet they were handicapped by the complete absence of railroad facilities. For this reason it was, then, that the Steamship Norman was purchased in 1867, forming the nucleus of the well-known Lake Superior Peoples' Line, plying between Chicago and Duluth. In that year Mr. Leopold removed to Chicago in order to supervise the operation of the craft. Shortly after the S. S. Ontonagon was added; and 1872 the renowned S. S. Peerless was built and put into operation, the pride of lake shipping for years after. Subsequently the fleet was increased by the addition of the S. S. Joseph L. Hurd and the S. S. Manistee, and thereafter the steamships City of Duluth, City of Fremont and Whiting by acquisition of the Spencer Line and the City of Traverse by purchase. The line was renamed The Lake Michigan & Lake Superior Transportation Company plying between Chicago and Duluth in the freight and passenger business and transporting large quantities of grain, copper and provisions for Leopold & Austrian.

In 1899, the line was dissolved and ships sold with the exception of the S. S. Manitou built in 1892. The Manitou Steamship Company was formed and in existence until 1905 when the Manitou was sold and the Company dissolved.

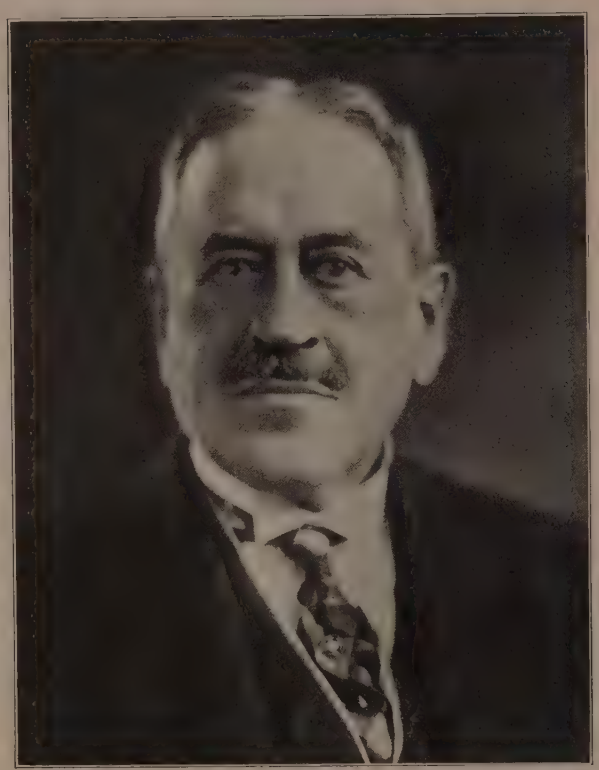
Mr. Leopold died in 1898, survived by four daughters, Mrs. Henry E. Greenebaum, Mrs. Samuel B. Steele, Mrs. Edwin D. Kohn, and Mrs. Philip D. Block; and by two sons, Nathan F. and Alfred F. Leopold.

Chicago's great industry of lake transportation owes much to the pioneer spirit of Samuel F. Leopold.

WILLIAM HENRY BUSH

THE story of William Henry Bush is one of those stories that leaves a deep impression on the reader because of its singleness of purpose, its adherence to a unified mood, its lesson in the benefits of persistence. Mr. Bush won remarkable success because after making up his mind what road in life to take, he stayed on that road without casting longing glances at other paths.

Having established his fortune, Mr. Bush turned to thoughts of his city. He is a leader in cultural activities and a pioneer in the practical financing of such institutions as the Art Institute and the Chicago Historical society.



Mr. Bush was born in Martinburg, New York, October 22, 1849, the son of a furniture manufacturer James Bush and Caroline Hills Bush. His family was of the bluest blood in America, rich in traditions of patriotism and service. Zachariah Bush came to this country from England in the sailing vessel "Lyon" in 1634 and William Hills, on the mother's side of the family landed in America from the sailing vessel "Lion," it is recorded in 1632. Experts believe that the vessels were the same.

Zachariah Bush II was a participant in the "Lexington Alarm" and later received his commission as Major signed by the pen of John Hancock. He is buried at Houseville, N. Y.

Master Bush received what education the public schools of his boyhood could offer and began his work in life with the firm of Smith & Pitcher, Martinsburg, operators of a country store. He worked there for a year at $12 a month and moved to Constableville, New York, where he went to work for Col. S. T. Miller & Son for $200 a year and board.

On February 22, 1869, Mr. Bush made his appearance in Chicago. Since then he has made this city his home and until his retirement after forty-five years of active business life, remained with the business in which he started here. For sixteen years he was with the firm of King Brothers & Company and for thirteen years of that time was a partner in the enterprise.

Mr. Bush was married February 1, 1877, to Elva Glidden of De Kalb, Ill., daughter of Joseph F. Glidden inventor of barbed wire. His second wife is Ruth Russell Gentry of Kansas City, Mo. He has two daughters Caroline Gentry Bush and Ruth Emeline Bush.

Mr. Bush has traveled around the world and has spent twelve seasons in Europe, taking his recreation late in life to make up for the hard work of his younger years. He reads a good deal liking "all good books" no matter of what nature. In politics he is independent believing that the best man should win. He is a trustee of the fourth Presbyterian church.

The power which success brought to Mr. Bush was turned to civic affairs and philanthropy. He established the life membership fund in the Art Institute. Dec. 31, 1928 it amounted to over one million dollars. He is a leader also in the Chicago Historical society.

His charities have included the Fourth Presbyterian church, the Red Cross, the United Charities, the Glenwood school for Boys, the Park Ridge school for Girls, the Kirkland Mission, the Presbyterian hospital, and the Wm. H. Bush Free Library of Martinsburg, N. Y. Mr. Bush is the fortunate owner of property in Texas that contains nearly the entire world's supply of helium.

He is a member of the Chicago, Caxton, Cliff-dwellers, Shoreacres, Casino, and Amarillo Golf clubs.

Chicago has much to boast about, but perhaps its greatest asset is underestimated, seldom thought of. More than its skyscrapers, more even than its industries, Chicago should be greatful to its unassuming leaders—men like William Henry Bush, who do their own "jobs" thoroughly, then turn to the needs of Chicago and finding some good they may perform for their city, perform it without making any fuss about the business.

LOUIS HENRY BOLDENWECK

ON that tragic day in October, 1871, when Chicago's horizon was painted in red and when a wall of flame was rushing down upon the city, leaping from roof to roof and leaving a mass of ruins in its wake, such Chicagoans as were fortunate enough to claim acquaintance with Louis Henry Boldenweck found in him a friend indeed.

Mr. Boldenweck's heavy stone carts were placed at the disposal of everybody, and were kept busy day and night transferring their possessions from the danger zone to places of safety.

In the reconstruction period following the fiery devastation, he was one of the first Chicagoans to start production. Not only that, but he materially assisted many friends whose fortunes had been wiped out by the fire, in reestablishing themselves in business.

Before the fire, and for some years afterward, Mr. Boldenweck was recognized as Chicago's foremost cut stone contractor.

Among the buildings for which he furnished the stone work were the Grand Pacific hotel, the Tremont House, the Crosby House, the old Rock Island passenger station, the wings of the old court house, the Peter Page block, the Greenebaum Bank building and many of the Potter Palmer and Field and Leiter structures.

Mr. Boldenweck was born in Boeckingen, near Heilbronn, Wuerttemberg, Germany, October 23, 1835, of sturdy Teutonic stock. His father, Karl George Boldenweck, was the engineer in charge of the building of Bavarian railroads under King Ludwig.

After an elementary education in the public schools of Boeckingen, he spent three years at Munich studying design and construction at the Technical college of that city and was unusually equipped when, in 1854, at the age of nineteen, he sailed with his parents, sisters and brothers, for America.

Arriving in Chicago, young Boldenweck secured a position with William Deakman, cut stone contractor, who later married one of the Boldenweck sisters. His industry and technical knowledge of the work were soon rewarded, as he became foreman and then superintendent of the plant.

In 1860, he returned to Munich and resumed his studies at the technical high school.

Again, in 1873, he journeyed to Europe, accompanied by his family—he had been married in August, 1862 to Louise Henriette Kober, daughter of Karl and Marie Kober, Chicago pioneers and viewed the wonders at the World's Fair at Vienna.

He was the father of eight splendid children, five boys and three girls—Lena, Carl, Emma, Frederick, Maria, Ernst, Felix and Louis, the three last named having been born in the Fatherland.

His favorite books were those that dealt with history, biography and nature studies. He was greatly interested in fine arts—music and painting—and gradually assembled a valuable collection of paintings.

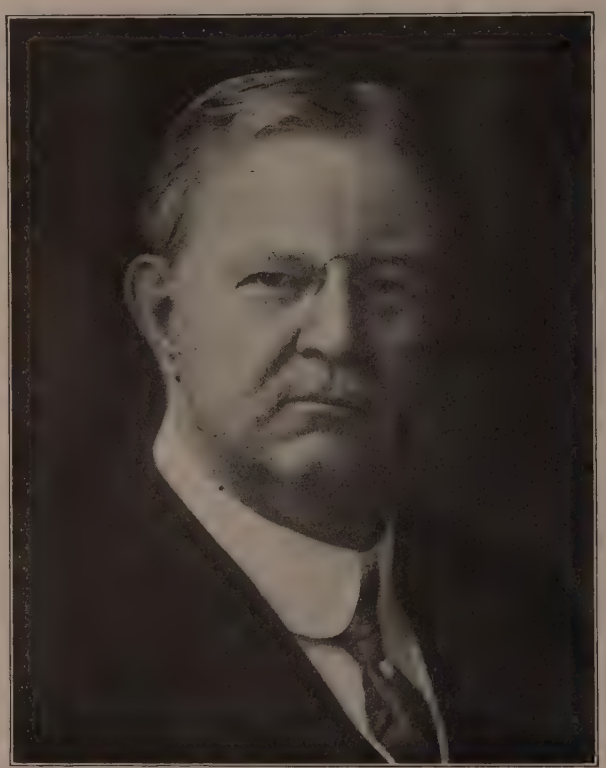
Mr. Boldenweck was a member of the Masonic order; a member of the Germania and Concordia clubs and of St. Pauls Lutheran church. A Republican in politics, he never aspired to public office. Generous and open-handed, his purse was always opened to an appeal for charity, and he contributed to many worthy causes.

In 1874 Mr. Boldenweck retired from business, turning over his interests to his brother William Boldenweck and Philip Henne, who continued the industry until 1887 under the name of Boldenweck and Henne.

Having thus disposed of his affairs, he returned, with his family to Europe, residing there for nearly fifteen years, but coming to Chicago occasionally for a visit. In 1889 he decided to make his residence permanently in Chicago, and lived here until his death—the result of an elevator accident in one of his own buildings—May 4, 1896.

ORSON SMITH

DURING his long and able career Orson Smith gave abundant proof of that industry and levelheadedness that made him one of the noted men of his time in financial circles. His father, Orson, Senior, and his mother, formerly Mary Ann Paul, natives of New York State, settled in Chicago in 1838, the former becoming prominently identified with civic activities that paved the way for Chicago's greatness, serving for several years as city marshal and as sheriff of Cook County.



Orson Smith, the younger, was born in this city on December 14, 1841. His early education was secured in the public schools; but, eager to get into the business world, he left school at the age of thirteen to enter the dry goods store of Potter Palmer in the capacity of bundle boy. After a year at this job he secured employment as a clerk in the private bank of F. Granger Adams. At this institution he rose from one position to another, carefully absorbing the details of each, and grounding himself thoroughly in the fundamentals of banking. After eleven years, when a change in name and policy caused the Bank to become the Traders' Bank, and later, in 1870, the Traders' National Bank, Orson Smith had become chief clerk and assistant cashier. But now his interests were expanding, he saw a new field of activity open to him, and he looked with favor upon the possibility of activities in connection with the Board of Trade. Therefore when the Corn Exchange National Bank, intended by its organizers to cater to members of the Board of Trade, was created about this period, Mr. Smith resigned from the Traders' National Bank to take the position of cashier of the new institution of which Julian S. Rumsey was president and S. A. Kent was vice president.

In 1872 the Board of Trade elected Orson Smith as treasurer, re-electing him annually to that office until 1884 when he resigned the cashiership of The Corn Exchange National Bank to become second vice-president of The Merchants Loan and Trust Company. Mr. Smith was one of the body of men responsible for the semi-historic Board of Trade Building which has graced the intersection of La Salle and Jackson Streets for more than forty years and is now making way for the mighty structure that is to stand sentinel at the head of Chicago's great financial thoroughfare.

In addition to his activities in connection with the Board of Trade and banking, Mr. Smith was a member of the governing committee of the Stock Exchange, and was treasurer of the Chicago Historical Society from 1899 until his death.

In 1890 Mr. Smith became a Director of The Merchants Loan and Trust Company; in 1892 he was elected vice-president; and he reached the presidency in 1898.

In 1916 Mr. Smith was elected Chairman of the Board of Directors, and in 1919 he was made Chairman of the Advisory Committee, the position he held at the time of his death, which occurred on March 3, 1923, only a month before The Merchants Loan and Trust Company was merged with the Illinois Trust and Savings Bank to form the Illinois Merchants Trust Company.

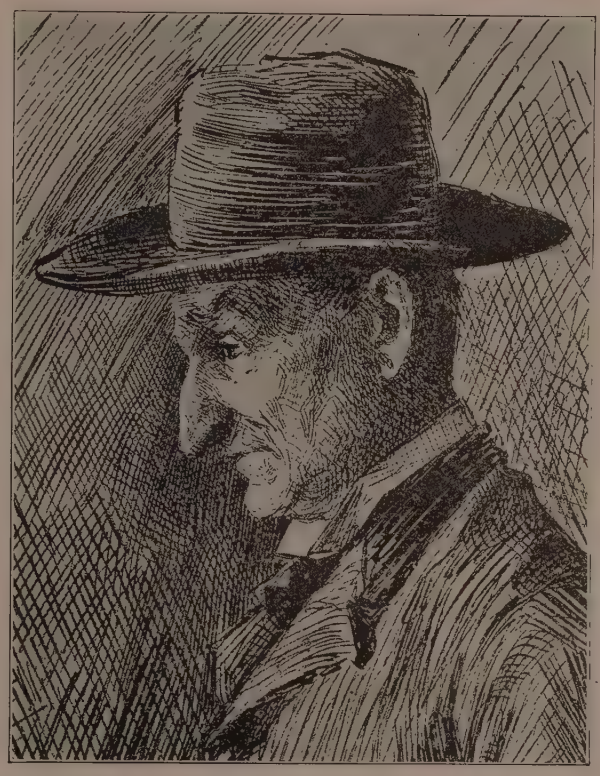
On his thirtieth birthday, December 14, 1871, he married Anna M. Rice. He was a member of the Chicago, Union League, Chicago Athletic and Exmoor Country Clubs.

Undoubtedly, Mr. Smith's outstanding hobby was his love for the city of his birth. His collection of photographs and prints of early Chicago was one of the finest and one to which he constantly added at every opportunity. The shelves of his library were filled with many rare volumes on the city of his boyhood and he was never in happier mood than when recounting the experiences and the associations of the early years of his native city which he loved so well.

BENJAMIN P. HUTCHINSON

THE most spectacular figure which ever flashed across the financial sky of Chicago, was Benjamin P. Hutchinson, "Old Hutch" to the whole world of his day, brilliant Board of Trade operator, organizer and controller of several banks, founder of one of the largest packing houses in the world's leading packing center, and lifelong doughty fighter for whatever he considered his rights.

Mr. Hutchinson was the product of a barren New England farm. He was born near Danvers, Massachusetts, but, as has been the case with thousands of bright boys, the endless drudgery sickened him, and he left home while still a boy.



He went to the manufacturing town of Lynn, and got a job in a shoe factory. He quickly learned the knack of cutting leather so as to cause the least waste, and then set up a shoe factory of his own. He had built up a fine business when the panic of 1857 sent his customers into bankruptcy, and he also failed.

He came west, stopping for a time at Milwaukee, but quickly sensing that Chicago was destined to be the metropolis, came here and settled. For five dollars he became a member of the Board of Trade, and at once started on a career of daring deals, which made him world-famous.

He followed no set rule in his deals, but kept his resources well in hand, ready to raid either the bulls or the bears at a moment's notice. It is said of him that he often entered the market as a bear, and after beating prices down mercilessly, swung around and within an hour was raiding the bears and sending prices sky high. One principle he always observed—never to hold on to anything which was not profitable. He would throw it over at any sacrifice, and invest the remainder in something which would bring in other dollars.

This incident illustrates the character of the man, and his innate honesty and love of square dealing: When he left Lynn after the failure of his shoe factory, he left a number of heavy debts behind him. The moment he won success in Chicago he cleared off those debts, paying every dollar he owed.

But it was the uncanny intuition of the man for price changes which made him the envy of all other operators. Nobody could ever follow him in the market with success, and many who tried it found themselves on the rocks when "Old Hutch", as he was familiarly termed, suddenly switched to the other side of the market and carried everything before him.

Trading in stocks was by no means his only or his greatest line, though it was the most spectacular. He saw, at an early day, the possibilities of meat packing, and he organized one of the first of the great plants at the Stockyards. Later he consolidated with others, and the plant is now the Chicago Packing Company.

Also, he was quick to recognize the importance of a strong banking connection, and the profit which comes of proper handling of funds. So he was among the organizers, and one of the first stockholders, of the First National Bank of Chicago, now one of the strongest financial institutions in the country.

But, while he was a power in the First National, the one he really considered his own was the Corn Exchange National, which he organized a little later. Indeed, so closely was he identified with it that the "street" always referred to it as "Old Hutch's Bank." Through consolidations the Corn Exchange National became a component part of the Illinois Merchants Trust, which last year joined with the Continental & Commercial National, and is now the Continental Illinois Bank & Trust Co.

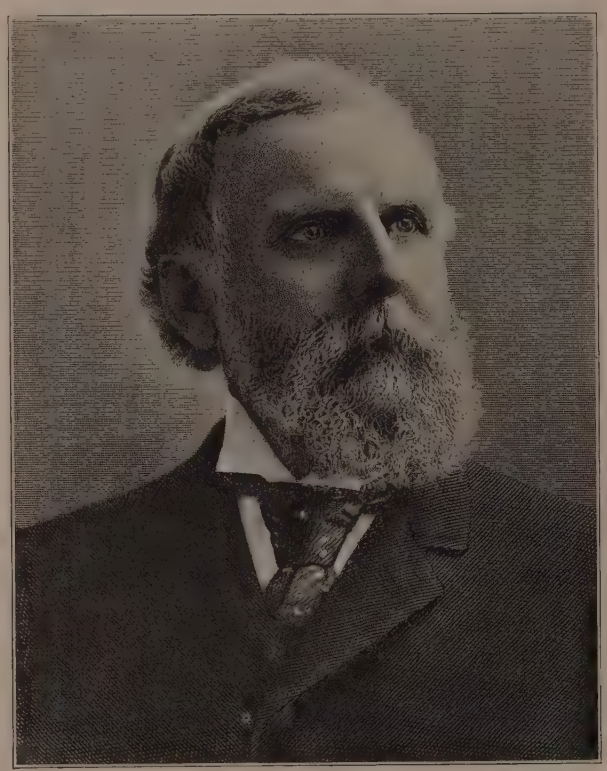
Mr. Hutchinson married Miss Sarah Ingalls, and to them were born four children.

Chicago has seen many financial meteors, but the career of Benjamin P. Hutchinson, while flaming, was not evanescent, but strong and enduring. He was one of the mighty Makers of Chicago.

LYMAN J. GAGE

THE First National bank has many traditions, but one of its richest heritages is the memory of Lyman J. Gage who, entering this institution as cashier in 1868, so impressed his personality upon his fellow workers that he gradually became the controlling factor in the management of its affairs, served nine years as vice-president, six years as president, and who climaxed his career in the portfolio of Secretary of the Treasury.

It was on October 3, 1855, that a young man, his scanty and depleted savings in his pocket, came to Chicago from the East to seek his fortune, or, at least, a job.



He found a foothold in the future metropolis as bookkeeper and teamster with Nathan Cobb, who had a lumber yard and planing mill at Canal and Adams streets.

Along came the panic of 1858, and the young man, who was destined to guide a great financial institution through subsequent panics, lost his job.

He was working as a night watchman but he wanted to be a banker. So he spent his days visiting all the banks in Chicago in quest of a berth, not once but so many times that eventually he was given a clerical position by the Merchants' Loan and Trust company at a salary of $500 a year.

Within a year, Lyman J. Gage was paying teller at $1200 a year; then, in 1860, assistant cashier, and in 1861, cashier.

This was a trying period for western bankers, but, prepared for every turn of affairs, young Gage helped guide the bank through stormy seas, and in 1868, when the First National bank was casting about for a capable cashier, it was upon him that the choice fell.

The acquisition of this young financier proved a great asset. In 1870 he was made a director; in 1882, vice-president, and in 1891, was chosen president. It was largely through his influence during those years that the bank grew and flourished and attained a national reputation.

Aside from banking, Mr. Gage was interested in the social questions of the day, and after the Haymarket riot he called a conference. Several avowed anarchists were invited and came, as did also some of the less radical socialists and labor leaders. Bankers and business men attended, and the two groups talked things over. The result of that meeting was a far better understanding between capital and labor.

His greatest service to Chicago perhaps came in connection with the World's Columbian Exposition. Active in the enterprise from the start, he pledged his name that the requisite $10,000,000 would be raised, and was unanimously elected the first president of the board of directors.

Because of his convictions in favor of honest banking and sound currency, Mr. Gage was the logical candidate in 1896 for the treasury portfolio of the McKinley cabinet. In February of the following year he accepted the post, resigned his position as president of the bank he had served for thirty years, and removed with his family to Washington where for five years he managed the treasury department with skill and distinction. It was he who popularized the American war loan during the war with Spain in 1898, the $200,000,000 bond issue being subscribed in relatively small amounts by 320,000 citizens.

Mr. Gage was born in De Reuter, Madison county, N. Y., January 28, 1836, and lived to be nearly 91 years old.

He was married first in 1864 to Sarah Etheridge of Hastings, Minn., who died in 1874. His second marriage to Cornelia Washburne of Denver in 1887, her death occurring in July, 1901. His third marriage was to Mrs. Ada Ballou of Point Loma, Cal., where he made his home after retiring from business in 1906. He died there January 26, 1927.

SAMUEL MAYO NICKERSON

SAMUEL M. NICKERSON, who was to guide the destinies of the First National bank through many years of storm and stress, was born June 14, 1830, at Chatham, Mass.

His parents, Ensign and Rebecca Mayo Nickerson, were poor in worldly goods, but realized the value of an education. And it was in order to endow their children with this priceless heritage that they moved to Boston in 1837.

Samuel attended public school in Boston and later pursued his studies at the New Hampton academy in New Hampshire. His school days came to an end in 1847, and he was offered a position by his elder brother in the general store the latter had established in Appalachicola, Florida.

Filled with hopes and dreams, he sailed on a sea-going packet, and for three years worked industriously in his brother's store. Then, fired with ambition, he decided to launch a similar venture "on his own." He was fortunate in having friends who believed in him to the extent of advancing the necessary capital for the enterprise.

Young Nickerson's first undertaking, however, was not marked with unqualified success. He struggled on, now hopeful, now discouraged, and always uncertain of results, until his entire stock was destroyed by fire. He found himself ruined but by no means downhearted, and his principal concern in this crisis was to keep his credit unimpaired.

The turning point in his life came in 1858 when he moved to the restless frontier city of Chicago, borrowed the required funds on the security of his good name, and again embarked in business, this time as a distiller of high wines and alcohol.

This venture was marked by success from the start. In 1862, when the feasibility of establishing a national bank in Chicago was uppermost in the discussions of the local financiers, Mr. Nickerson was an ardent advocate of the project. He subscribed liberally to the stock of the First National bank, assisted materially in its organization, and was elected a member of its first directorate. Almost immediately he was selected as vice-president, and in 1867, on the death of Edmund Aiken, was elected president.

Mr. Nickerson served in this capacity, through the bank's crucial years, until 1891, when he resigned, as he thought, permanently, but in 1897 he was again called to the helm, and remained as president for three more years.

In 1864 he abandoned the distilling business and was elected president of the Chicago City Horse Railroad company, a position he occupied for seven years. He was one of the organizers, in 1867, of the Union Stock Yards bank (later the National Live Stock bank), was president of this institution for six years and a director for several years more. He was interested also in many other commercial, financial and railroad enterprises.

The affairs of the First National bank, however, as it expanded, gradually absorbed his entire attention, and he gave to the bank the best there was in him. When the old building at State and Washington streets was swept away by the Chicago fire of 1871, he immediately laid plans for a larger and more pretentious structure, and it was he who conceived the present monumental home of the institution at Dearborn and Monroe streets.

As a patron of art, a connoisseur and a director of the Art Institute, he collected an impressive gallery of paintings and antiques, including canvases by many of the old masters. The greater part of this collection, with its priceless etchings, Chinese and Japanese jades, porcelains and ivories, he donated to the Art Institute when, in 1900, he left Chicago to make his home in New York.

Mr. Nickerson was married in 1858 to Mathilda Crosby of Brewster, Mass. Their only child, Roland C. Nickerson, became a banker.

CHARLES L. HUTCHINSON

IN the galaxy of brilliant names gleaming against the broad background of Chicago's history, there are a choice few, more resplendent than all others, which may be said to be "first magnitude." To this class the name of Charles L. Hutchinson undoubtedly belongs. Banker, philanthropist, patron of the arts, his achievements appeal as much to the imaginations of those alive today as they did to his contemporaries.

He was born in Lynn, Massachusetts on March 7, 1854, but came west with his parents, Benjamin P. and Sarah (Ingalls) Hutchinson, when only two years of age. Educated in the Chicago schools, Mr. Hutchinson was a keen and assiduous student according to the testimony of classmates. He graduated from the high school in 1873.

His father, the elder Hutchinson, a bold and successful grain operator, later did Chicago's commercial life a magnificent and lasting service when he became one of the founders of the Corn Exchange National Bank, whose president he was for many years. One of the dominant figures in Chicago finance, he was able to provide for a sound and thorough business training for his son.

Thus it was that Charles Hutchinson spent a year in the grain business, another year in a packing house, and as much time as it takes an able young man to run the gamut of jobs from collection clerk to cashier in a bank.

Fairly started on his career, he readily gave evidence of what sound training and inherited perspicacity can accomplish. In 1881 he became president of The Corn Exchange National Bank, and in 1924, upon the merging of that bank with the Illinois Merchants Trust Company, became one of the vice-presidents of the latter institution. He was also a director of the Northern Trust Company, the Chicago Packing and Provision Company, the Chicago Street Railway Company, and other important business organizations.

But Mr. Hutchinson's activities were not confined to finance. Indeed it may be doubted if Chicago ever had a more beneficent patron of the arts. His famous connection with the Art Institute began with a solicitation for funds such as any wealthy young man with a Board of Trade seat and plenteous wealth might receive. He gave fifty dollars. This was the awakening of an interest in the Institute that was never to wane; this was the first of a series of contributions in time and money that have brought before Chicagoans' eyes dozens of the great paintings of the world.

In 1882 he became president of the Art Institute. With an unerring eye and a fine judgment in matters artistic, Mr. Hutchinson did the city a magnificent service in building up the imposing collection that anyone may now see, housed in the Art Institute.

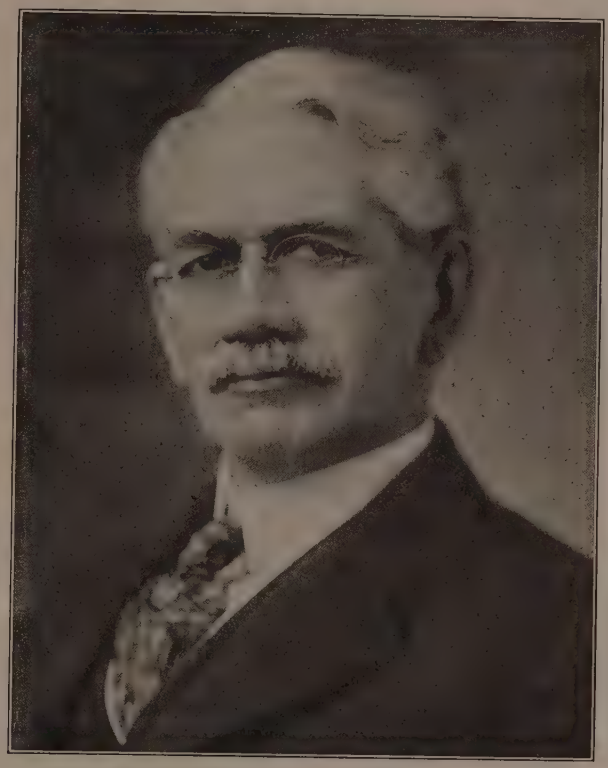
Mr. Hutchinson's activities in connection with the Columbian Exposition, the Auditorium, the successive buildings of the Art Institute, the Chicago Athenæum, Hull House, the Old People's Home, the Carnegie Institute of Washington, the Chicago Orphan Asylum, Municipal Art League, Egyptian Exploration Fund, Chicago Sanitary District, South Park Commissioners, and American Federation of Arts were sufficient to provide abundant honor for a dozen men. Mr. Hutchinson belonged to St. Paul's Universalist Church of whose Sunday School he was superintendent for many years, and for which he and Mr. Higinbotham erected a lovely chapel. He was also treasurer of the University of Chicago. In 1881 he was married to Miss Frances Kinsley, daughter of H. M. Kinsley, the famous restaurateur. Chicago lost one of her truly great men when Mr. Hutchinson died on October 7, 1924.

His fine citizenship and his real love for Chicago can never be anything but an inspiration to those who have Chicago's welfare at heart.

EDMUND DANIEL HULBERT

EDMUND DANIEL HULBERT was one of those strong men who come into new surroundings, quietly go about their business, and before anyone is aware of it, have become powerful in their community's life. Although he did not come to Chicago until he was thirty-seven, yet before he died he was president of three of the city's largest banks and an important factor in its financial and commercial life.

Edmund Hulbert was born in Pleasant Valley, Connecticut, about thirty miles from Hartford, March 2, 1858. He was the son of Henry Roberts and Emeline Stillman Hulbert and his ancestry extended back to Colonial fighting days. He was educated in the public school of his village and at seventeen went to work as an errand boy in the Hurlbut National Bank of Winsted, Connecticut, despite his youthful ambition to become a professor of physical sciences. Destined to rise high in the banking world, he never got closer to a professorship than to chat across the dinner table occasionally with college presidents.



Two years after young Edmund began running errands for the Winsted bank, his family moved to Winona, Minnesota. It was there in the First National Bank, in that little city in the fast-growing Northwest, that he worked his way ever upward in the world of finance. By 1895, his fame as a banker had extended so that one of Chicago's leading banking institutions called him, and the former errand boy came to take up the duties of the second vice-president of The Merchants' Loan & Trust Company.

He liked the thriving young giant of Chicago and delved into the cross currents of financial doings so deeply and so wisely that three years later he became first vice-president and was made a director of the bank. By 1919 he was president, not only of The Merchants' Loan & Trust Company but also of the Illinois Trust and Savings Bank and The Corn Exchange National Bank, the three banks which a few years later became merged as the Illinois Merchants Trust Company.

Edmund Hulbert was a Democrat in politics and a personal friend of President Woodrow Wilson. It is certain that he had much to do with the formation of the Federal Reserve system and tradition credits him with being the first person to whom the original idea was mentioned. Political rumor stated at one time that he had been offered the portfolio of the secretary of the treasury under Wilson, but that he had let it be known that he desired no such responsibility.

Edmund Hulbert had won his way to pronounced success by possession of a keen mind and the willingness to work hard and study deeply the problem at hand. He never forgot the early stages of his climb upward and when in later years he encountered any bright faced lad seriously about his business, Hulbert was interested. Many a man known now as a successful citizen of Chicago can point back to the time when Edmund Hulbert was ready with sensible advice and financial help.

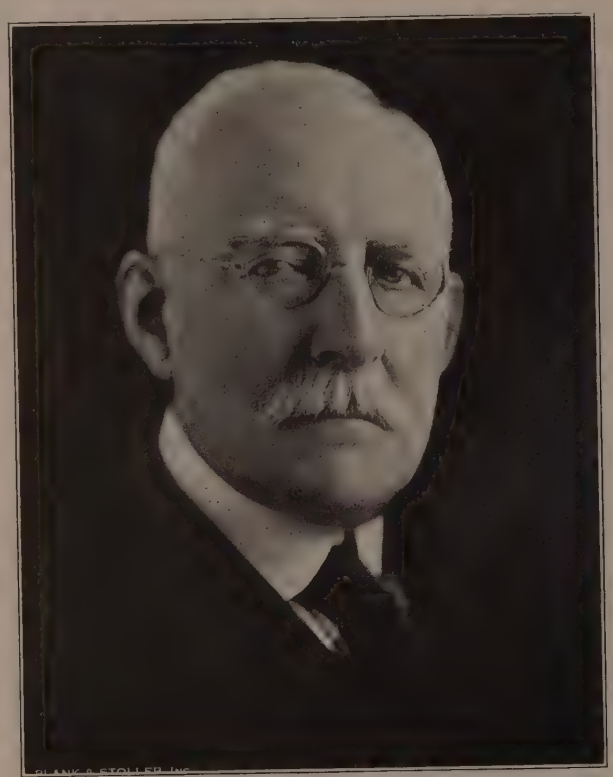
Such was the quality of Mr. Hulbert's mind that after a day of wrestling with financial problems he found relaxation in a game of chess. But he also loved the open and was an expert fisherman, a good golfer and a hiker of prowess. Mr. Hulbert was a Mason, a member of the Chicago, University, Bankers', Chicago Athletic, Commercial, Glenview, Shore Acres, Wayfarers, and Onwentsia Country clubs. He was a member of the Colonial Wars Society, which he served as treasurer, and the Chicago Historical Society. He was married August 8, 1897, to Emily Strayer.

When Edmund Hulbert died, March 30, 1923, in addition to the presidency of his banks he held chairs as a director in the Pullman Trust and Savings Bank, the Roseland State Savings Bank and Marshall Field and Company. His body is buried in Winona, Minnesota.

CHAUNCEY KEEP

AMONG the men of great affairs—the men whose affairs make the city of Chicago the throbbing vibrant thing that it is, Chauncey Keep is of the sturdiest. This veteran has lived nearly three-quarters of a century in the city which is not yet a century old. He started like Chicago, with little, and stands today like Chicago, one of the greatest of his kind.

The railways that rush hundreds of thousands of Chicagoans into the city each day; the cars, in which hundreds of Americans travel in comfort almost equal to that of home; the telephone, with which Chicagoans conduct their myriad affairs of business, love, play; the watches, with which thousands check their activities hour by hour, make appointments, catch their trains, eat their meals, and the banks, which hundreds rely upon to guard their interests and to help them over tight places—all these are partly the handiwork of Chauncey Keep, capitalist.



Mr. Keep is a descendant of old John Keep, who settled in Springfield, Massachusetts, in 1660 and indeed, it is a long journey in accomplishment if not in time, from the Springfield of John's day to the Chicago of Chauncey Keep.

Born in Whitewater, Wisconsin, August 20, 1853, Chauncey Keep was brought to Chicago by Henry Keep and Phoebe McCluer Keep, his parents, while he was an infant (two months old). He was educated in the public schools of the Chicago of the old days and plunged immediately into the round of affairs and hard work that was to carry him high upon the ladder of financial and social success.

The story of his steady progress to the goal of his ambition is too long to be told here, but suffice it to say, he was not made a man of such vital and such varied affairs by a miracle. He has won by hard work the position he holds.

Just what that position is may best be understood by an enumeration of some of the most responsible posts he holds. He is director of the Chicago and North Western Railway Company; the Pullman Company; the Illinois Bell Telephone Company; Elgin National Watch Company; vice-president of the Illinois Merchants Trust Company; and a trustee of the estate left by the merchant prince, Marshall Field. He is director, too, of the New York Trust Company and the United States Trust Company of New York. The development, in fact, nearly the entire history of any one of these giants of the industrial age, comes within the span of Chauncey Keep's life. Get a picture of the romance of the history of any one of them and you have a hint of what Mr. Keep's life has been. Take them together and you have a colorful pattern unequalled in another age—a pattern of Chauncey Keep's life.

Mr. Keep was married January 19, 1888, to Mary B. Blair of Chicago. Their children are Margaret, Mrs. James C. Hutchins, Jr., Captain Henry Blair Keep, who died while serving his country in the World War; and Katharine, who is Mrs. Robert A. Gardner. The family resides at 1200 Lake Shore Drive.

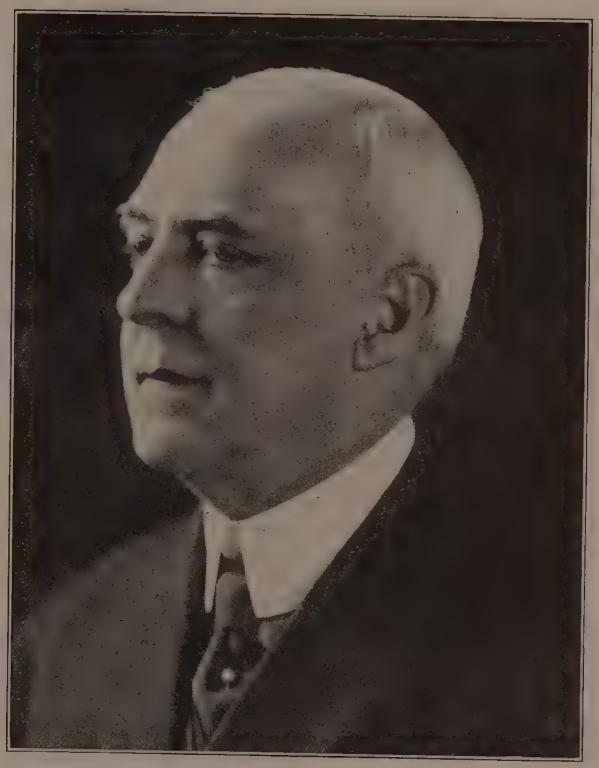
An early comer to Chicago, Mr. Keep's interest in the city origins has always been lively. He is a director of the Chicago Historical Society. Never active in politics, he has valued his vote and casts a Republican ballot. He is an Episcopalian in faith.

He belongs to the Chicago, University, Chicago Athletic, Chicago Literary, Old Elm, Union League, Onwentsia, Chicago Golf and Commercial clubs. His favorite relaxations are golf and motoring.

Ambitious dreams doubtless motivated the voyage of old John Keep, when he sailed for the savage coast of Massachusetts, but they hardly could have visioned the empire his descendant, Chauncey Keep, should help build. John Keep, if he could know, would probably extend his blessing and say "well done" as Chicago already has said.

ERNEST A. HAMILL

CONTROLLING the funds of thousands of depositors, standing at the helm of one of the greatest financial institutions of Chicago, indeed of the world, Ernest A. Hamill was truly one of the city's outstanding financiers. Imbued with that flair for activity in the money marts which, no less than an irreproachable reputation for personal probity, is a prerequisite of those who aspire to the high places in Chicago Banking circles. Mr. Hamill was successful from the start.



He was born in Bloomington, Indiana, on July 1, 1851, the son of Dr. Robert C. and Eliza Jane (Davisson) Hamill. In 1852, when Mr. Hamill was but ten months old the family removed to Chicago where Ernest Hamill was educated in the grammar and high schools of the Chicago Public School system. Upon leaving school and going to work, he first secured employment in a hardware store.

Later Mr. Hamill became interested in the Grain exchange, eventually becoming a member of the Chicago Board of Trade. During his early years he was something of a protégé of Benjamin J. Hutchinson, the famous "Old Hutch" who was one of the founders of the Corn Exchange Bank, and who was well-known in those days to everyone who ever ran the tape of a "ticker" through his fingers. Partially due, perhaps, to this friendship with the Hutchinsons, and certainly due to his own remarkable ability in finance, Mr. Hamill's entrance into the banking field as vice-president of the Corn Exchange National Bank in 1889 started his long association with that institution, lasting over a third of a century.

In 1898 Mr. Hamill acceded to the presidency of the bank, which position he occupied for over twenty years during which the organization made tremendous progress, its growth and stability due in no small measure to the excellent business methods of its chief. Every Chicagoan knows what an impressive institution the "Corn Ex" was and how well esteemed. When Mr. Hamill joined the Bank it was in the Rookery Building; but when it amalgamated with two other banks, moving into the magnificent edifice known as the Illinois Merchants Bank Building, it made its exit from that handsome structure of its own within whose marbled interior so much traffic in Chicago's financial stream passed.

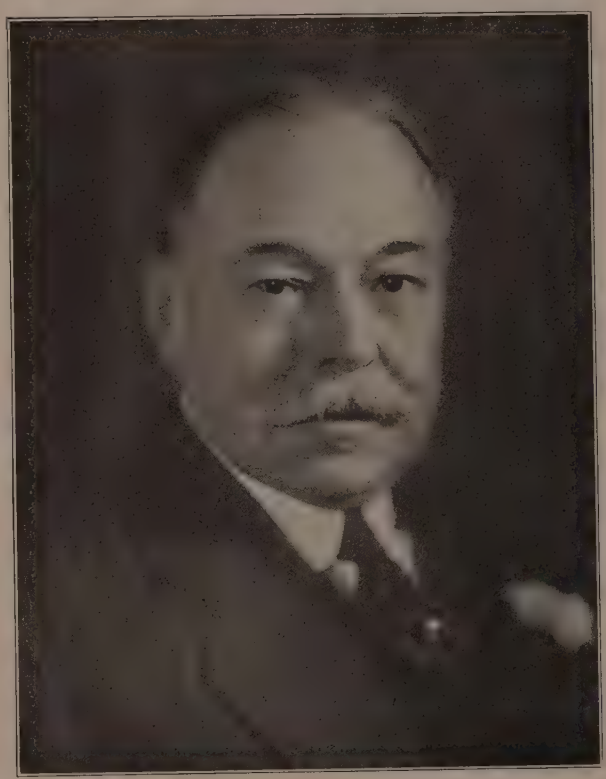
In 1919 Mr. Hamill became Chairman of the Board of Directors of the Corn Exchange National Bank; and in 1924, after that institution had taken part in the tripartite merger resulting in that great organization known as the Illinois Merchants Trust Company, he became Chairman of the Board of the latter bank, the final step in his long and notable career as financier. It was characteristic of Mr. Hamill that when the merger was completed every single employee of the "Corn Ex" was retained from the highest official down to newest messenger.

Among the other positions, business and charitable, held by Mr. Hamill were the following: Trustee, Chicago Home for Incurables, Rush Medical College, Presbyterian School for Nurses, Presbyterian Home and Graceland Cemetery Improvement Fund; Treasurer, Chicago Board of Trade, Chicago Stock Exchange and Art Institute; Vice-president and Director, Elgin National Watch Co.; Vice-president, Illinois Trust Safety Deposit Co.; Resident Vice-president, National Surety Co., of New York; and Director of the Northern Trust Company.

On December 29, 1880 Mr. Hamill married Miss Eliza Soulard Corwith, by whom he had a son, Alfred Ernest. Mr. Hamill was a Republican, a Presbyterian, and a member of these clubs: Chicago, Union League, Bankers', Commercial, The Attic, Onwentsia, Cliff Dwellers, and Shoreacres, of Chicago; and University and Players, of New York. On January 14, 1927, after a short illness, Mr. Hamill died at his home, 2450 Lake View Ave.

FREDERICK TUDOR HASKELL

SINCE 1874 Frederick Tudor Haskell has been associated with the banking business, and now he is vice-president of the Illinois Merchants Trust Company of Chicago, the second largest financial institution in the West. His experience in the financial field of the United States is equalled by few living Chicagoans. He is also president of the Illinois Trust Safety Deposit Company and a director of the Bankers Trust Company (New York), the Fort Wayne and Chicago Railway Company, and of the Elgin National Watch Company.



Left an orphan in Ogdensburg, New York, by the death of his parents, Ralzamon and Annette C. (Ray) Haskell, his uncle brought him West. After finishing his public school education, he supplemented it by different courses of study in Lake Forest Academy of Lake Forest and at the University of Chicago. On the thirty-first of December, 1881, he married Miss Mary I. Magone who died December 31, 1911; and on December 20, 1919, Mr. Haskell was married to Lila Ross Hotz. Their home is at 1200 Lake Shore Drive.

At the age of twenty he started as a messenger boy with the Merchants National Bank which was situated where the present La Salle Hotel now is, where his services were rewarded by twenty-five dollars a month. Advancing rapidly through the offices of bookkeeper, teller and many others, he was eventually placed in charge of the correspondence of the bank. Along with J. Ogden Armour he was elected a director of the bank in 1892. His work was given its due recognition, for one year later, on the fourth of January, the directors chose Mr. Haskell a member of the executive committee and vice-president, a post to which he has annually been elected ever since.

Mr. Haskell, with John J. Mitchell, came into prominence during the panic of 1893 which began on June 5, when, although the run was very exhausting to the bank, their steady reliability in meeting all demands was a great aid in enhancing the prestige of the institution and increasing the deposits threefold in a very short time. The dependable manner that characterized the handling of this panic by the Illinois Trust and Savings Bank resulted in much future growth; and its officers, including Mr. Haskell, are directly responsible for a large share of the financial development of Chicago. Since Mr. Mitchell's death he has been the dean of Chicago bankers.

Throughout the major part of his time in Chicago, Mr. Haskell has found time for many outside business enterprises as he is a director in a number of prominent companies here and elsewhere. To all of them he endeavors to give the sedulous attention that he regards his duty. With his business interests Mr. Haskell has combined a wide range of philanthropic and civic activities. As a trustee of the Chicago Home for the Friendless, Lawrence Hall, the James C. King Home for Old Men, The Old People's Home of the City of Chicago, and St. Luke's Hospital, he has found a ready means of giving vent to his humane qualities. It is in his capacity as trustee of such institutions that Mr. Haskell has found a source of recreation.

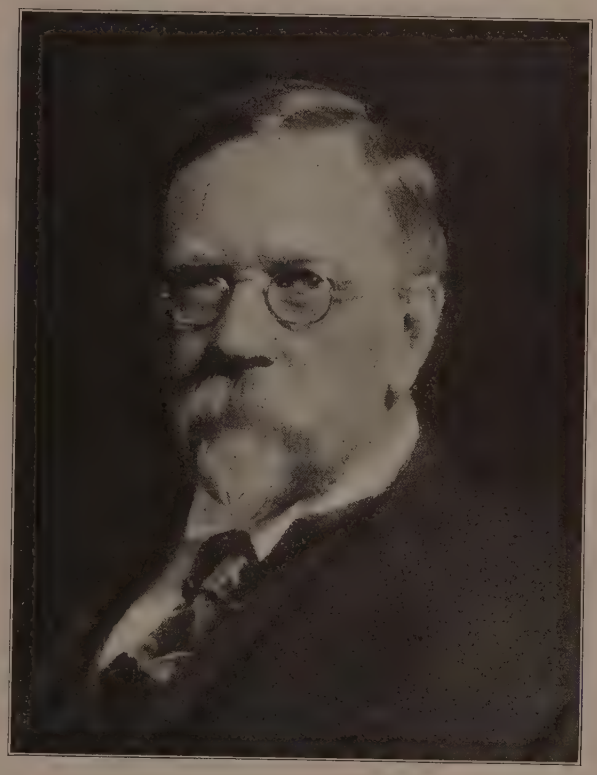
Among his clubs are The Recess and Embassy Clubs of New York, the Maganassippi Fish and Game Club of Canada, the University, Chicago, Union League, Mid-Day, Caxton, Bankers, Attic, South Shore Country, Saddle and Cycle, Architects, Onwentsia and Casino Clubs of Chicago, and the Interalliée of Paris.

Mr. Haskell has always been a lover of beautiful paintings and for many years has been in the fortunate position of being able to gratify his taste for masterpieces by some of the world's greatest artists. Not only has he a beautiful collection in his home, but even in his offices he has surrounded himself with many examples of the works of the great masters.

HELGE A. HAUGAN

THE story of Helge A. Haugan is one of the most truly American new world romances with which the story of Chicago is inextricably bound up. Coming with his father from Norway as a youngster to the open prairies of Quebec, he made his way to Chicago and during the course of a full and successful life, forged a position for himself as one of the financial giants of the city.

Coming to Chicago an unknown youth, he was relied upon by thousands for advice at the time of his death.



Helge A. Haugan was born October 26, 1847 in Christiania, Norway, the son of Helge A. and Birgithe A. (Hovland) Haugan. When young Helge was two years old his father left Norway alone, and after nine months of sailing landed in San Francisco. But the gold rush days, though fascinating were not in keeping with his steady persistent nature and he returned home.

But the new world had shown him its wide expanses and its broad fields of opportunity and in 1858 the entire Haugan family took passage for America, settling eventually on a ranch near Quebec. Young Helge, who was then eleven, apprenticed himself to a steel fitter and brass founder in Montreal, after his family gave up the farm. Before long his employer perceived the quick intelligence of the apprentice and selected him as a helper for the foreman in erecting gas engines. There Helge received a thorough education in the trade which was the foundation of his later prosperity.

The fertile fields of industry opening up in Chicago could not fail to attract a very much alive young man seeking his fortune and in 1863 Helge A. Haugan made his way to the United States and settled here. Chicago was his home and the place of his labors from that time until his death.

Entering the employment of one Mr. Baggott as foreman of his gas fitting plant, Mr. Haugan gave himself time enough to look around and size up his new home. But before long he was proprietor of his own plumbing and gas fitting house on Milwaukee avenue. The business was small to begin with, but that was a time of great expansion in Chicago, and plumbing and gas work was very much in demand. The undertaking prospered and Mr. Haugan with it.

So in 1879 Mr. Haugan sold his plumbing establishment and entered into partnership with John S. Lindgren in a private banking establishment. Here again was a modest beginning. Haugan and Lindgren at 57 La Salle Street at the end of its first year had $33,660 in deposits; at the end of the second year, $66,697. The growth however, was as steady and more steady than that of the city. In 1884 the firm moved into larger quarters in the Marine building at La Salle and Lake Streets. In 1885 the deposits had grown to $242,510.

In 1891 the bank took out a state charter as the State Bank of Chicago with a paid up capital of $500,000 and deposits of $1,088,657. Mr. Haugan was president of the bank from its inception until his death in 1909 when the capital was $1,500,000 and the deposits $10,088,076.

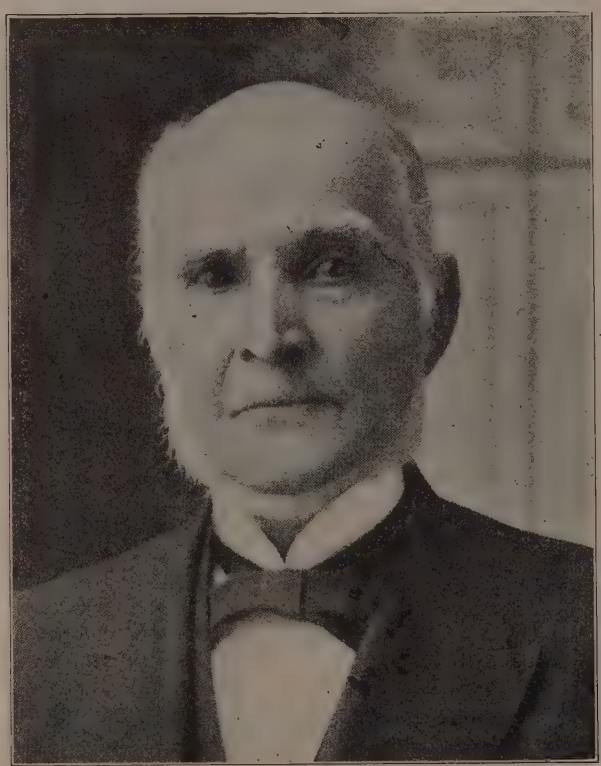
Mr. Haugan kept pace with the bank. He became one of the city's most influencial citizens and was always ready for public service. He was active in church work throughout his life, particularly the Sunday school.

Mr. Haugan married Laura A. Wardrun in Chicago in 1888. They had six children, Mrs. Axel Chrystraus, deceased, Oscar H. Haugan, now chairman of the State Bank of Chicago, Mrs. Wallace F. Grosvenor, Henry A. Haugan, deceased, Charles M. Haugan and John Richard Haugan. Mr. Haugan died May 17, 1909. In memory of his educational work a new school building was named for him.

He left behind him scores of friends and a name, as a citizen, of which his children may well be proud.

WILLIAM H. MITCHELL

How like unto a wonderful dream seems the magic story of the career of William H. Mitchell. His inauguration into the world of finance was made by the navigation of a small boat down the Ohio and Mississippi rivers, the cargo of flour of which he sold so advantageously that the ensuing eight years witnessed this process repeated often. And his career may practically be said to have culminated with the erection of the classically beautful building on the corner of La Salle St. and Jackson Blvd., which was the home of the Illinois Trust and Savings Bank. What a multitude of hopes, plans, longings, and eventual realities his remarkable career must have included!



William H. Mitchell was born into the world in which he was to be so successful on March 9, 1817 in Belmont County, Ohio. A very different place from the great roaring city of Chicago which was not at that time in existence, but which later became his home. He was the son of James and Elizabeth McCullough Mitchell, people of good Scotch-Irish descent.

It was at the age of twenty-three, after having worked on his father's farm, that he first started out on his own initiative. It was in the year 1848 that he so happily came to Illinois. He and his brother went into business together and it was with the money that they gained from successfully transporting freight from Quincy to New Orleans that they bought the Alton Manufacturing Company. They eliminated certain branches of the company and engaged only in milling. This proved to be very wise and business prospered with them. It was in 1849 that Mr. Mitchell underwent the long, tedious journey to California, where he successfully handled certain dealings with the miners. After approximately a year and a half had passed he returned to Illinois via the Panama route. He was actively interested for a short time in the Alton Packet Company, but he and his brother soon sold their shares in both this and the Alton Manufacturing Company. They then undertook the construction of the Alton and St. Louis Railroad, but even before its completion they were bought out by the Chicago and Alton Company. Finance alone did not occupy Mr. Mitchell at this time. While in Alton he was quite an enthusiastic farmer. He had a taste for it, and as with most of his other undertakings was extremely successful. He aided in the organization of the First National Bank of Alton and became president upon the death of Isaac Scarrett. It later liquidated and the fortunate stockholders received ample returns.

His rare ability having become widely known the Chicago sages of finance became eager to have dealings with him. In 1873 therefore he aided in organizing the Illinois Trust and Savings Bank and in 1874 took up a permanent residence in the city as second vice-president of the bank. In 1853 Mr. Mitchell married Mrs. N. Small. The surviving children who were born to them were John J. Mitchell and Mrs. Chauncey J. Blair. In 1858 he married Miss Barnes of Wellsburg, Virginia. To them was born a daughter Elizabeth, now wife of Dr. Charles Adams of Kenilworth. In 1868 Mrs. Jennie L. Plaisted of Westport, Maine, became his wife. Guy Hamilton, Marguerite, and Hortense Lenore were the children of this marriage.

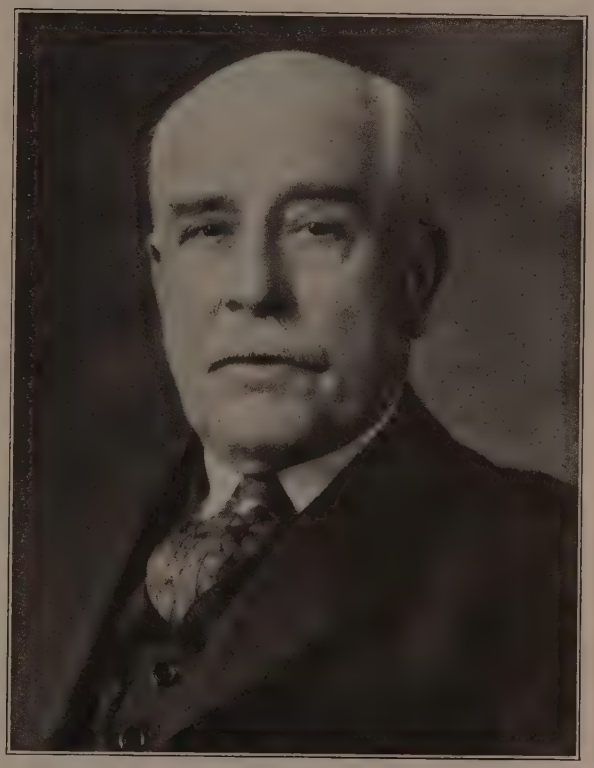
As to his recreation, it was not in the partaking of club affairs or grand social functions. He preferred the rural type of pleasures and enjoyed in his later years agricultural activities that were not of too strenuous a nature. In politics he stood staunchly with the Republican party, and his religious beliefs made him a devout Episcopalian.

Upon the death of William H. Mitchell on March 8, 1910, Chicago lost a great financial genius, and a loyal citizen. The family name, however, lives on in the banking world in the persons of his grandsons.

JOHN J. MITCHELL

JOHN J. MITCHELL, for many years dean of the Chicago banking world, came from a family of builders, William H. Mitchell, having taken a prominent part in the founding of the Chicago & Alton railroad.

Born in Alton, November 3, 1853, he was educated in the public schools of his home town and at Kent's Hill, Me., and at the age of twenty, came to Chicago with his parents to start his career as messenger for the Illinois Trust & Savings bank at a salary of $10 a week.



The Illinois Merchants Trust company, rated as the second strongest institution of its kind in Illinois, and an outgrowth of the bank in which Mr. Mitchell worked as messenger, owes its very existence to his genius.

Promotions were amazingly rapid for the young man, and it took him only six years to reach the president's chair.

At the time he took over the presidency, the bank's capital stock was only $100,000, reverses having brought it down from five times that amount. The directorate was seriously considering a liquidation, when young Mitchell appeared at the meeting and by his enthusiasm and optimism put new heart into the members of the board.

There was plenty of opportunity, he insisted, for the bank to retrieve its fortunes, and he, if given the chance, he said, was willing to undertake the task. The directors had the alternative of placing Mr. Mitchell in the leadership or accepting defeat, and they chose the former.

The new president immediately instituted a series of reforms that within four years restored the stock to its original value. One of his first acts was to establish the inflexible rule that no loans were to be made without adequate security. The immediate result was a falling off of business, but his energy and perseverance soon brought him to the attention of financial powers; his bank steadily gained in prestige, and Mr. Mitchell was spoken of as something of a genius. It is recalled that on one occasion Philip D. Armour, from the floor of the stock exchange, sent a hurry call to the bank for $100,000. The young bank president refused to make the loan without collateral, which, after some parley, Armour finally furnished with his compliments on Mitchell's determination.

Twenty years of the Mitchell regime found the bank deposits increased from $1,000,000 to $69,000,000.

He retained the presidency of the institution until 1919, when he became chairman of the board.

Four years later when the Merchants Loan & Trust company, the Corn Exchange National bank and the Illinois Trust were merged, he was called to the presidency of the new house, the Illinois Merchants Trust, whose colossal building dominates the heart of the financial district.

Mr. Mitchell, at the time of his death in 1927, was a director of enterprises having combined assets of more than $1,640,000,000. Among the organizations of which he was a director or trustee were the American Surety company, the Chicago & Alton railroad, the Pullman company, the Chase National Bank of New York, the Illinois Trust and Safety Deposit company, the International Harvester company, the Illinois Bell Telephone company, the Peoples Gas Light & Coke company, the Texas company and the Mutual Life of New York.

Mr. Mitchell was married in 1890 to Mary Louise Jewett of Bristol, L. I., who was killed with him in an automobile accident near Libertyville. To them were born three sons and two daughters, John J. Mitchell, Jr., William Hamilton Mitchell, Clarence Mitchell, Mrs. Robert Hunter and Mrs. John Kellog.

Mr. Mitchell had a reputation for speaking freely on many subjects. On several occasions he aroused criticism by giving his unvarnished opinion on governmental bodies. In business he was regarded as an optimist.

HERMAN WALDECK

HERMAN WALDECK, banker, connoiseur of books and music, patron of the finer things of life, came to America a youth, without money, without friends, without influence, and in a quarter century had made a place at the top for himself by sheer hard work and the inherent fitness of his mind to cope with the problems of metropolitan banking.

The story of Herman Waldeck's life is sound proof that America is the land of opportunity for all alike if the individual is keen enough to see and grasp the opportunity and strong enough in purpose to work industriously toward his goal

Herman Waldeck was born in Germany, November 18, 1871. He received his education in the land of his birth but in the year he attained majority, heard and answered the call of America, the call to Europeans who would better their lives, who would win the position that would enable them to live more completely to enjoy things not given to everyone.

Coming to America in 1892 he selected Chicago, the city whose fame had been broadcast to the world through the Columbian Exposition, as the scene of his struggle up the ladder of success.

His first position was as clerk in the International Bank. Thousands of other young men have started as clerks in Chicago banks but few have possessed the patience, the will to do work well for the sake of doing it well. So young Mr. Waldeck climbed.

After four years of hard work in the International Bank he was given a position in the Continental National Bank in 1897. Here the intensity with which he had applied himself to the tasks in hand, the thoroughness with which he had studied Chicago, its leading citizens and its industrial problems began to bear fruit. In 1903, six years after his name appeared on the Continental pay roll he became assistant cashier. George Reynolds had noticed the young man's application, his earnest desire to do things well. From that time on Mr. Waldeck was possessed of the friendly help of Mr. Reynolds, not through any favoritism, but because Mr. Reynolds knew that here was a man who desired the welfare of his bank.

In 1909 Mr. Waldeck was selected vice-president of the Continental Bank and the following year when it became the Continental and Commercial National Bank he retained the position. He also became a director in the Continental and Commercial and a director of the Peoples Trust and Savings Bank.

The young man who had come to America seeking opportunity had found it and through his own merit had climbed high, once his foot was firmly planted on the first rung of the steep ladder of achievement.

On April 22, 1903, the year he became assistant cashier, Mr. Waldeck married Gertrude Schwab of Chicago. Their home is at the Drake Hotel. They are much in north shore society.

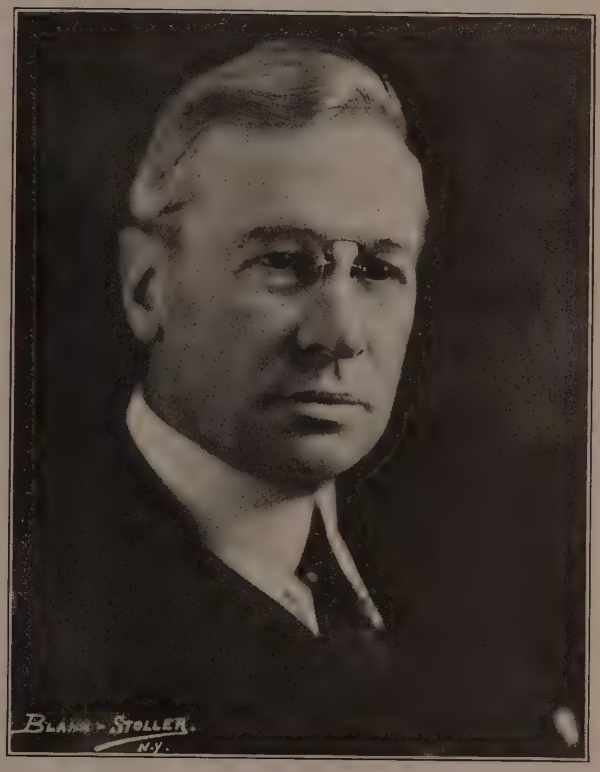
Mr. Waldeck in later years has enjoyed the fruits of his perseverance. Denied many of the finer things of life in youth when he had neither wealth nor position, he has become a reader of good taste and a patron of music. He is a rare example of the man who devotes his life to creating position and wealth, but in later life can find time and inclination to enjoy thoroughly and with perfect taste the luxuries which he has created through a life of hard work.

To one denied cultural associations in youth, club life usually means a great deal. Mr. Waldeck is no exception. The fact of his enjoyment of them makes him a favorite member of the Union League, the Arts, the Mid-Day, the Attic and the Lake Shore Country Clubs. He is treasurer of the Illinois Society for the Prevention of Blindness, of the Friends of Opera and Chicago Chamber Music Society. The life of Herman Waldeck would be a profitable study to any young man beginning his career in America.

EUGENE MORGAN STEVENS

EUGENE MORGAN STEVENS, although a resident of Chicago only since 1917, has nevertheless in that comparatively short time proved himself one of our most worthy and esteemed citizens.

He was born in the town of Preston, Minnesota, on the first of February, 1871, the son of Andrew J. Stevens and Clara Morgan Bentley Stevens. He secured his early education in the public schools of Winona, Minnesota, and in 1887 at the age of sixteen entered the employ of the Winona Wagon Company. He remained with this company for the next four years. In 1891 he joined F. H. Peavey and Company, grain dealers of Minneapolis, Minnesota. The type of business interested him to a great extent, and his enthusiasm and youthful ardor were important factors in his progress with this organization. Here he learned accounting, auditing, and the principles of business finance, and gained experience and knowledge which were of immeasurable value to him in later years. Mr. Stevens' zest for the investment business and confidence in himself led him in 1901 to resign his position with the Peavey company and to organize in Minneapolis his own investment house, Eugene M. Stevens and Company. Subsequently the name was changed to Stevens, Chapman and Company, but Mr. Stevens remained at its head and the business grew and prospered until it had built up a large clientele and an enviable reputation throughout the entire Northwest.



In 1917 Mr. Stevens came to Chicago to become a vice-president of the Illinois Trust and Savings Bank in charge of the Bond Department. Under his supervision this department expanded and its business increased until it came to be recognized as one of the livest and most progressive in Chicago. Two years later, in 1919, Mr. Stevens was made executive vice-president of the bank. In 1923, the Illinois Trust and Savings Bank was merged with The Merchants Loan and Trust Company and Mr. Stevens became an executive vice-president of the new organization, Illinois Merchants Trust Company, into which the following year The Corn Exchange National Bank was also merged. In 1927, Mr. Stevens was selected for the office of president, and in 1929, upon the completion of the union of the Illinois Merchants Trust Company with the Continental National Bank and Trust Company as the Continental Illinois Bank and Trust Company, Mr. Stevens became president of the consolidated billion dollar institution.

Mr. Stevens is widely known among financiers and financial institutions throughout the United States. He has been very active in association work, and was one of the organizers of the Investment Bankers' Association of America, serving on its first board of governors, and later holding the post of vice-president for three successive terms. This organization has a branch in Chicago, of which Mr. Stevens has been chairman. A few years ago he was elected to the presidency of the Bankers' Club of Chicago. During the World War he was a member of the executive committee of the Seventh Federal Reserve District for the Liberty Loan campaigns. Mr. Stevens is on the directorate of many business enterprises, prominent among which are the Diamond Match Company, Wilson and Company, Guaranty Trust Company of New York, Texas Corporation, and Marshall Field and Company.

On February 14, 1899, Mr. Stevens married Miss Mary Frances Rolfe, of Stacyville, Iowa. There are two sons: Eugene M., Jr., and Charles Rolfe.

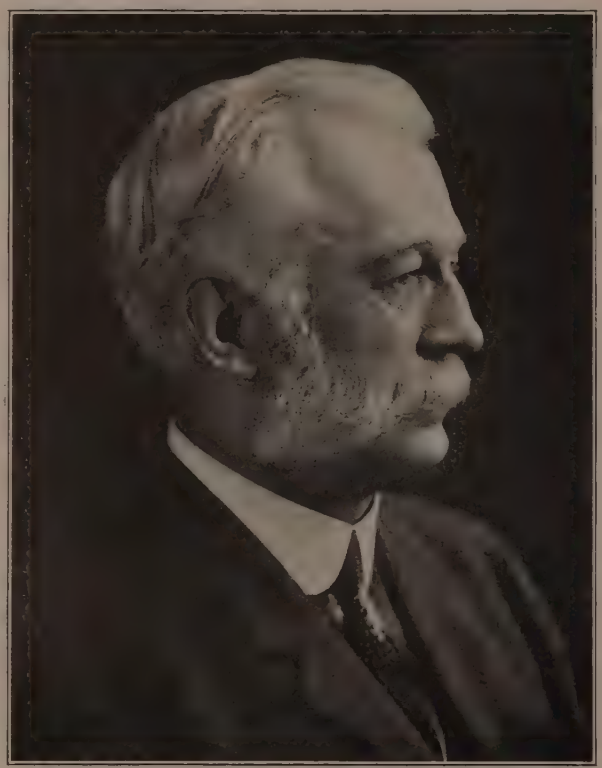
Mr. Stevens is a Republican and a Methodist. He is a member of the Chicago, Attic, Glenview, Bankers, Old Elm, and Commercial Clubs of Chicago, the Recess Club of New York, and the Minneapolis Club. Mr. Stevens has traveled extensively, both in America and Europe. His favorite diversions are golf and fishing.

JAMES BERWICK FORGAN

FROM his earliest childhood James B. Forgan learned the importance of keeping his eye on the ball, whether in the game of golf or in the game of life.

His father, Robert Forgan, was a manufacturer of golf balls and golf clubs at St. Andrews, Scotland, that ancient seat of learning and cradle of the "royal game." James learned to swing a club almost before he knew how to walk.

His parents were thrifty Scotch Presbyterians and the family traditions were carried on by the children.



James B. Forgan was born April 11, 1852 and was educated at Madras college, St. Andrews, later attending Forres academy of which his uncle was rector. On graduating, he was given the choice of entering St. Andrews university or going into business. A local lawyer, discerning talent in the youth, persuaded him to study law in his office, but his patron died, and another lawyer, who was local agent of the Royal Bank of Scotland, took an interest in the young man who thus became an apprentice banker.

On finishing a three years' training he secured a position with the British Bank of North America in London, and in 1872 was sent to Montreal, then to New York and then to Halifax.

The Bank of Nova Scotia recognized his genius and engaged him as paying teller. He worked conscientiously, studying his profession from every angle. Then he had what he referred to as a streak of luck. The manager of the branch at Yarmouth was ill and somebody had to take his place without delay. Young Forgan was chosen.

He was asked to make a thorough inspection of this branch, and his report was so accurate, so lucid, that the document stamped him as a master banker in the opinion of the directors. He was sent to inspect other branches and finally was made manager of the Liverpool, Nova Scotia branch. Other promotions followed. Expansion necessitated the appointment of a general inspector of branches, and Mr. Forgan was the man selected for this important work.

At the age of 33 he set out to establish a branch at Minneapolis. He had made a special study of credits, and his early steeping in the theory of banking had been supplemented by a wide experience.

The Northwestern Bank of Minneapolis offered him its cashiership which he accepted.

Lyman J. Gage, head of the First National Bank of Chicago, took note of the young man's progress and offered him the position of vice-president. When Mr. Gage left for Washington to assume the treasury portfolio, Mr. Forgan would have succeeded him, but his health was too poor at the time. However, in 1900, he finally became president, retaining that office until 1916.

Under Mr. Forgan's presidency the assets of the bank increased from $49,379,862 to $258,412,781 and the deposits from $43,264,378 to $219,916,039.

As one of the outstanding banking authorities of America, he played an important part in the discussions which preceded the formation of the Federal Reserve System. He represented the seventh Federal Reserve District on the Federal Advisory Council from 1914-1921 and was its president during that whole period. For two years, from 1914-1916, he was also a director of the Federal Reserve Bank of Chicago.

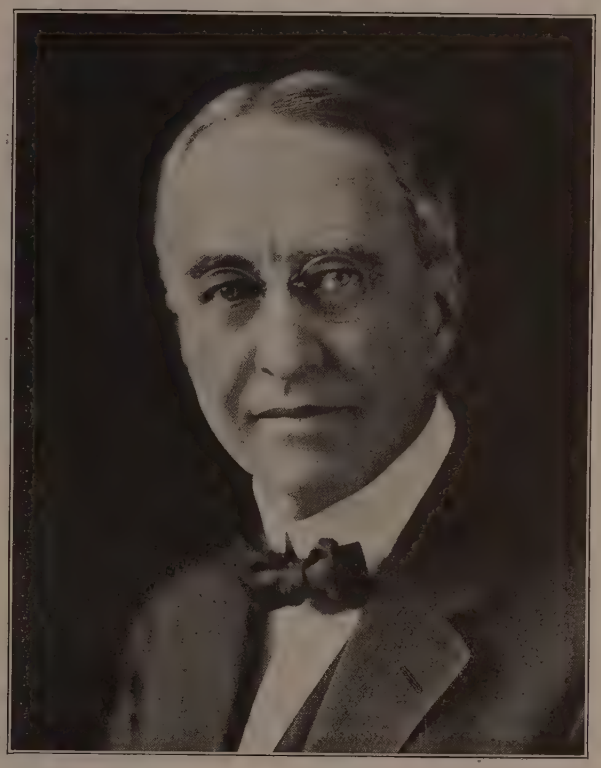
During the war he rendered notable service in connection with the Liberty loan and thrift campaigns, and for his services in international war finance and relief work, was decorated by the governments of France and Serbia.

Mr. Forgan died October 28, 1924. He was survived by his wife, three sons, Robert, Donald, and James B., Jr., and by one daughter, Mrs. Jessie Wilhelmina Ott. His memory will long be cherished by his friends and the institution to which he devoted his best years.

FRANK ORTON WETMORE

ONE day in 1886 a new messenger boy took his place on the bench reserved for messenger boys at the First National bank and thus began a career with this great institution which carried him to the president's office and to the chairmanship of the board of directors.

It is the policy of the First National and of its subsidiary, the First Trust and Savings company, to regard every messenger boy as a potential president, and Mr. Wetmore believes that opportunities today are as many as they were when, as a youngster he came to Chicago from his father's hardware store in Adrian, where his first business experience was attained as a clerk.



Mr. Wetmore, who since January 13, 1925, has been chairman of the directorate of the First National bank and the First Trust and Savings company, was born in Kalamazoo, November 12, 1867. Shortly afterwards, his parents moved to Adrian, where he attended school and worked in his father's store after school hours.

After serving an apprenticeship as messenger and bookkeeper in the First National, he was made "general man," a position which enabled him to master every detail of the banking business by acquainting himself with the workings of every department.

The late James B. Forgan, who, though not actually president, was directing the bank's affairs at the time, had his eye on the young man, and in 1897 Mr. Wetmore was appointed auditor, reporting to the board of directors.

From that time on, his career was closely identified with that of Mr. Forgan, whom he succeeded not only as president of the two great banking houses, the First National and the First Trust and Savings, but as a director of the Equitable Life Assurance Society and the Chicago Title and Trust company.

How much confidence and trust Mr. Forgan placed in his lieutenant may be gathered from a paragraph in a magazine article written by the former, in which he paid tribute to Mr. Wetmore as follows:

"He had something of that rare executive ability which enables a man to direct others in an unobtrusive fashion and almost without giving orders or instructions. And, above all, whatever he did as an extra man in any department, was done well."

It is hardly to be wondered at that Mr. Wetmore rose rapidly in his chosen profession and that each passing year registered some definite advancement.

In 1904 he was made assistant cashier, and a year later was promoted to the cashier's cage. His next step was taken in 1907 when he was elected to a vice-presidency of the bank. The following year found him chief assistant of Mr. Forgan in the supervision of credits. In 1910 he became a director of the twin institutions, and on January 11, 1916, was elected president of the First National, thus elevating him to the position of one of the foremost bankers of the Middle West.

In recognition of this standing he was elected in 1925 a member of the advisory council of the Federal Reserve bank, representing the seventh district.

Mr. Wetmore has long been active in Red Cross work, and his services in raising funds for this organization during the war were outstanding. As chairman of the finance committee, he directed the campaign in Chicago, and so successful were his methods of organizing the campaign by wards, that they were adopted for the Liberty loan drives.

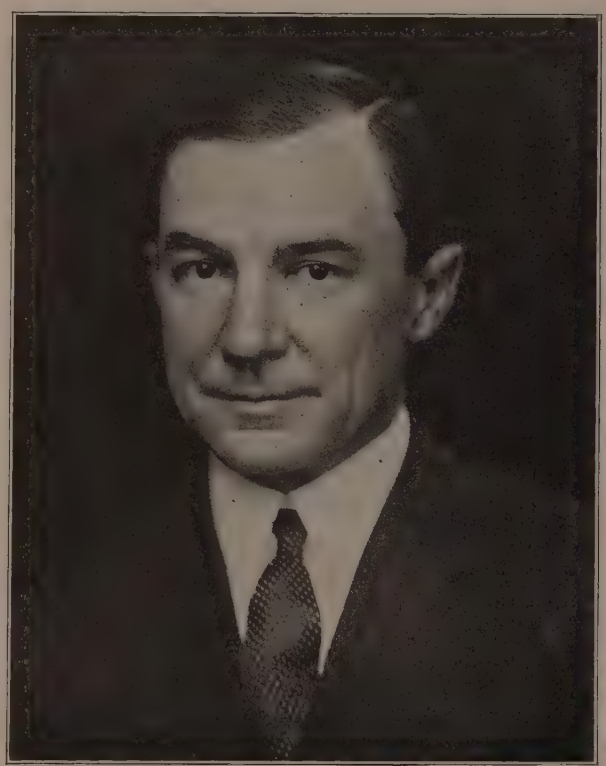
He has served the local chapter not only as treasurer, but as chairman of the Chicago committee which handled the Japanese relief fund after the great earthquake.

Mr. Wetmore was married April 20, 1890 to Marie Louise Barlow of Chicago. They had two sons, Orville and Horace. Orville died in 1918 while serving as an ensign in the U. S. navy.

MELVIN ALVAH TRAYLOR

CUSTOMERS dropping in at the Red Front grocery in Hillsboro, Tex., back in the '90's, for their tea, coffee, sugar, butter and eggs, were not slow in discovering that the young clerk, "Mel", was a dreamer of dreams, a child of destiny.

He was Melvin Alvah Traylor, who had been born in Breeding, Kentucky, twenty years previously—October 21, 1878, to be exact—and who by studying law at night, was preparing himself for a career.



This period was a sort of "great divide" for the youngster. He might have become a merchant, operating a chain store system. He might have developed into a successful lawyer and an influential politician. But it was written in the stars that he was to be one of America's foremost bankers.

Soon after being admitted to the bar in 1901, Mr. Traylor was elected city clerk of Hillsboro, and subsequently assistant county attorney of Hill county, Texas, an office he held until 1905.

His banking career began that year when he entered the Bank of Malone, Texas, as cashier. Two years later he was made cashier of the Citizens National bank of Ballinger, Texas, and a year later, vice-president of that institution.

In August, 1909, the Citizens National bank took over the First National bank, and Mr. Traylor became president of the consolidated interests, one of the youngest bank presidents in America.

In 1911 he went to St. Louis as vice-president of the Stock Yards National bank of East St. Louis, remaining three years in that position.

His experience among the farmers and the stock raisers of the southwest qualified him preeminently for his portfolio as vice-president of the Live Stock Exchange National bank (now the Stock Yards National) which he assumed in September, 1914, when he first appeared on the Chicago horizon.

Since that time, his rise has been spectacular. In January, 1916, he was elected president of the Live Stock Exchange bank, and in October, 1918, became president of the First Trust and Savings bank, vice-president of the First National, and a director of both institutions. He assumed his new duties on January 1 of the following year, and has been an active factor in the development of the two banks, having been elected president of the First National in January, 1925.

Perhaps his brilliant work as sales director in the seventh federal reserve district for the second liberty loan was partly accountable for meteoric rise.

He was president of the Illinois Bankers' association for the year 1923-24. For several years he served as chairman of the economic policy commission of the American Bankers' association, and in 1924 was elected second vice-president of the organization, becoming first vice-president in 1925, and later, president.

Mr. Traylor's scholarly addresses on economic questions and business conditions have been widely published and quoted. Speaking before the Alabama Bankers' association in 1927, he urged the elimination of the small bank, the institution with less than $25,000 capital and with a weak surplus.

An opponent of the McNary-Haugen bill for farm relief, he favored the regulation of agriculture by federal and state commissions.

Following the great Mississippi valley flood of 1927, he was appointed chairman of the Chicago bankers' committee to participate in the flood control conference called by Mayor Thompson.

Mr. Traylor was married in 1906 to Dorothy Arnold Yerby of Hillsboro, Texas.

His civic interests have found an outlet in his service as president of the Shedd Aquarium society.

Mr. Traylor is an enthusiastic golfer and a member of many clubs, among them, the Glenview and Old Elm country clubs, the Chicago, the University, the Bankers', the Bond Men's, the Saddle and Sirloin, the Racquet, the Iroquois and the Commercial clubs.

CHARLES GATES DAWES

HAD his public service consisted of nothing more than his work as head of the Dawes commission for the settlement of the German reparations problem, Charles Gates Dawes, former Vice-president of the United States, would have made a niche for himself in history.

Few Americans of his time have lived a fuller life than Mr. Dawes. Possessed of a dynamic energy and an intense restlessness, he ever sought new fields of conquest, attaining success as a lawyer, engineer, banker, soldier, author, composer and public official.

The Vice-President was born in Marietta, Ohio, August 17, 1865, and was graduated from Marietta college at the age of nineteen. Working as an enginer on a small Ohio railroad, he earned sufficient money to put him through the Cincinnati Law school.

He taught himself music. He mastered first the flute, then the piano, and his composition, "Melody in A Minor" has been played by distinguished artists before crowned heads.

After his graduation from law school he went to Lincoln, Neb., to practice his profession, and attained considerable success. Through his legal connections he became interested in public utilities and in 1894 moved to Evanston, Ill., and became president of the Northwestern Gas Light and Coke company which was eventually absorbed by the present Insull concern.

His first venture into politics was to organize Illinois for William McKinley, and in recognition of that service he was made comptroller of the currency under the McKinley administration.

After his return to Chicago he became a candidate for the U. S. Senate, but was defeated. His spirits undampened, he turned back to the business world and announced the project for the Central Trust Company of Illinois. He remained the active head of this great enterprise until January, 1921, when he assumed the chairmanship of the board of directors.

When America entered the World War, Mr. Dawes was able to go overseas as Lieutenant Colonel of the Seventeenth engineers. Pershing, however, made him general supply officer and chief purchasing agent for the A. E. F., and in this capacity he cut official red tape right and left, often to the dismay of the bureaucrats. He was awarded the Distinguished Service Medal by his own government and received decorations from all the Allied Nations.

In 1924 he was sent to Europe to take up the reparations problem. He was appointed Chairman of the International Committee of Experts and speaking as chairman he bluntly told the allied governments that they must first help Germany to get well before they could put her to work.

Scarcely had this task been completed when he was called to service by President Harding to act as first Director of the Budget. In that capacity he established the existing budgetary system of the United States. He became Vice-president in 1924, and carried with him into that office some revolutionary ideas, and his subsequent campaign against the Senate rules permitting a one-man filibuster has become a matter of history.

While he was a struggling attorney in Nebraska, Mr. Dawes married Miss Caro D. Blymer of Marietta. Two children were born to them, Rufus Fearing Dawes and a daughter, Carolyn, who became Mrs. Melvin B. Ericson of Evanston. It was in memory of his son, who was drowned at Lake Geneva in 1912 while home from a vacation at Princeton, that General Dawes built on the West Side a model hotel which can accommodate 500 needy men at a nominal charge. In memory of his mother, Mary Gates Dawes, he built a similar home for working girls. Recently returned from Santo Domingo, where he successfully reorganized their financial system, he now goes to London as Ambassador to the Court of St. James.

JOSEPH EDWARD OTIS

IN PRESENTING a sketch of Joseph Edward Otis one hardly knows whether to start in by dwelling upon his unusual ability or his high standard of integrity. Both are so outstanding as to merit the strongest and most sincere praise.

Mr. Otis is the son of Joseph Edward and Maria (Taylor) Otis, and is descended from forebears who were prominent in the early development of Chicago and in its reconstruction after the Fire. He was born in March, 1867. His primary school education was obtained at the Harvard School for Boys, Chicago. Later he went east to Phillips Academy at Andover and then to the Sheffield Scientific School of Yale University.

Having completed his college course he went into the real estate and renting business with Edwin Read in 1889; the following year he started upon an independent venture of the same nature, establishing an agency as partner of the firm of Joseph R. Putman & Company. On October 3, 1891, Mr. Otis was married to Miss Emily Porter Webster of Chicago. The Otises had five children: Joseph Edward, George Webster, Stuart Huntington, Raymond and Emily Huntington. (During the War George Webster Otis left Yale to enlist as a private, and died in the training camp).

Mr. Otis' father's health failed in 1892, his son taking over his affairs. Two years later he joined Charles H. Wilcox and Frederick S. Wheeler in organizing the Great Western Tin Plate Company. In 1897 Mr. Otis, believing in the opportunities of the stock brokerage business, entered that field in partnership with Mr. Wilcox and H. W. Buckingham, forming the firm of Otis, Wilcox & Company. In 1900 Walter H. Wilson bought out the interest controlled by Mr. Wilcox, his name also superseding that of his predecessor.

The firm of Otis, Wilson & Company metamorphosed into a private banking concern. Mr. Otis' brother, Ralph C., was taken into the firm as a partner; and the company merged with the Western State Bank on July 1, 1902, the new name becoming the Western Trust & Savings Bank. Of this organization Mr. Otis retained the presidency until December 23, 1911; at that time it was consolidated with Central Trust Company of Illinois with Joseph Otis as vice-president. He acceded to the presidency when Charles Gates Dawes, later vice-president of the United States, was made Chairman of the Board.

In 1917 Mr. Otis organized the Morris Plan Bank. This institution was designed to aid persons ineligible to credit from a commercial bank, and hitherto forced into the clutches of money lenders. Mr. Otis held the presidency until 1921, at which time he relinquished it to become Chairman of the Board, which position he still holds. His careful and capable direction of this project has been much admired.

In addition to being president of the Central Trust Company of Illinois and Chairman of the Chicago Morris Plan Bank, Mr. Otis is Chairman of the finance committee of the Security Life Insurance Company, and a director in the Atchison, Topeka & Santa Fe Railway, the Stewart-Warner Speedometer Company, the Stewart Manufacturing Company, the Hurley Machine Company, the Illinois Power & Light Company, the Chicago, North Shore & Milwaukee Railway Company, and the Drovers National Bank. In 1902, with his brother Ralph C., he organized the Chicago Savings Bank, whose vice-president he was for a short time.

Joseph Otis was treasurer of the Chicago Police Pension Fund for many years, reorganizing it, and securing helpful legislation at Springfield. He has been active in the Chicago Civic Federation whose president he was from 1915 to 1921.

Mr. Otis is a Republican and a member of the Episcopal Church, and belongs to the following clubs: Chicago, University, Commercial, Saddle and Cycle, and Mid-Day.

WILLIAM RUGGLES DAWES

WILLIAM RUGGLES DAWES, a man classed among the leading financiers of Chicago for more than twenty years, is vice-president of the Central Trust Company of Illinois. He is a cousin to Charles Gates Dawes, Vice-President of the United States.

Both the place of Mr. Dawes' birth and the record of his ancestory are historically famous. He was born in Ripon, Wisconsin, October 5, 1862. It was in this town on February 28, 1854, that a mass meeting of whigs, free soilers and democrats, a meeting that was of momentous importance in the course of national politics, was held. At this gathering it was decided to fling all old party differences to the four winds. Three weeks afterward complete reorganization was effected, and the name "Republican" was agreed upon for the new party which was to elect Lincoln president six years later. Mr. Dawes is directly descended from the William Dawes who rode with Paul Revere.

Mr. Dawes was educated in the public schools of his native town, and later supplemented his learning with a course in Ripon College. He received his degree from this institution in 1884. Having an opportunity to secure a position in Redfield, South Dakota, he removed there the same year he had graduated from college, and affiliated himself with the Spink County Bank, with which he remained until 1889. During the latter two years of his association with this bank he also fulfilled the post of treasurer of Redfield College. At this time, Mr. Dawes' cousin, General Charles G. Dawes, was located in Lincoln, Nebraska, and offered him a position there. Accordingly, Mr. Dawes in 1889 took up residence in Lincoln, and became associated with his cousin as secretary of the Dawes Business Block Company. This position he held from 1890 until 1898.

The occasion of Mr. Dawes' first connection with Chicago's history took place in 1900, when he came to this city to act as cashier of the Chicago Post Office under Postmaster Charles U. Gordon. Two years later, in July, 1902, the Central Trust Company of Illinois was organized and Mr. Dawes was made cashier of that bank. Nine years after that, he was elected to a position involving duties as both vice-president and cashier. In 1919, he was elected to the vice-presidency of this institution, which office he has held until the present time. Mr. Dawes has also been affiliated with many other banking interests in Chicago. During the eleven years elapsing between 1909 and 1920, he was president and a director of the North Side State Savings Bank. From 1912 until 1922 he acted as vice-president and director of the Mechanics' and Traders' State Bank of Chicago. This organization was later consolidated with the Market Trust and Savings Bank, and the new corporation was re-named the Market Traders' State Bank, of which Mr. Dawes was a director. At the present time he holds important posts with two prominent companies, being director of the Liquid Carbonic Company of Chicago and director and treasurer of the O'Gara Coal Company.

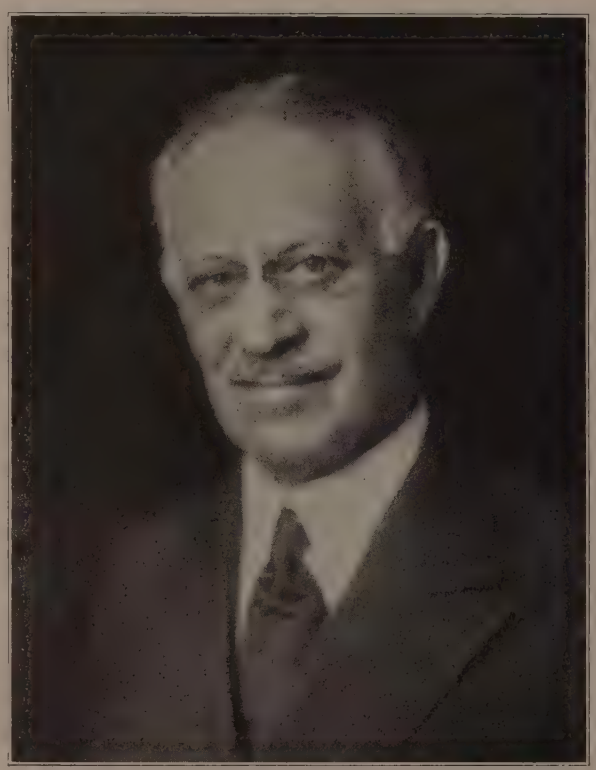
Mr. Dawes came to the fore as a man of railroad affairs in 1918, when the railroad situation was ranked as one of the most serious problems the United States was facing at the time. It was he who suggested the plan of restricted control of the railroads based on the plan which the Federal Reserve System had put into operation.

The work of the Chicago Association of Commerce has always had an attraction for Mr. Dawes, who served as a member of its finance committee in 1916 and 1917. In 1922 and 1923 he served on the executive committee, being vice-chairman in the latter year. Five successive times, in 1924--5, -6, -7 and -8, he was elected to the presidency.

He was married to Miss Margaret Booker in 1885, at Whitewater, Wisconsin.

MOSES ERNEST GREENEBAUM

SOME men are merely successful. Others are merely popular. But M. E. Greenebaum is both successful and popular, to a degree that very, very few men attain. Civic leader and philanthropist, they call him; and surely he is both of these. But also he has a certain magnetism, a certain sincerity in tone and manner that would win him respect were he the nightwatchman rather than the Chairman of the Board of Directors of the Bank of America. At a dinner—tendered him by several hundred of his friends, one arose and toasted him, hitting perfectly the keynote of his character—when he said: To my friend, M. E., a man who is upstanding, outstanding and—understanding. The son of Elias and Rosine Greenebaum.



Mr. Greenebaum was born at 105 3rd Avenue (now Plymouth Court) on March 17, 1858. He received his education in the Chicago Public Schools. Upon leaving school he went to work in his father's bank in 1874 at a salary of three dollars a week. There he fulfilled the duties of errand boy, running hither and yon all day long, delivering the messages that had to be sent by messenger-boy before the introduction of telephones into general use. It was in this manner that Mr. Greenebaum obtained his first glimpses into the manifold complexities of the banking business. He carefully observed the workings of the different departments, asked questions and assimilated what he learned; and with such good effect that a series of rapid promotions achieved his admission into the firm in 1877 at the age of nineteen.

On December 23, 1884, Mr. Greenebaum married Miss Julia Friedman. The Greenebaums have one daughter, Eleanore D. (Mrs. P. L. Deutsch); and two sons, M. E., Jr., and Edgar N.

When Elias Greenebaum retired from active leadership of the Greenebaum Sons Bank and Trust Company, as the institution was called prior to May, 1927, when it became the Bank of America, his son M. E. stepped in, ably filling his father's shoes and displaying the same energy and high principles as his predecessor. Mr. Greenebaum now occupies the post of Chairman of the Board.

During the War and before and since, Mr. Greenebaum has identified himself as one of the most active and capable of the city's philanthropists. M. E. Greenebaum's name attached to any charitable list is a trustworthy voucher for the genuineness of the undertaking. As Chairman of the Jewish Welfare Board he won a host of admirers by his able administrative and executive work.

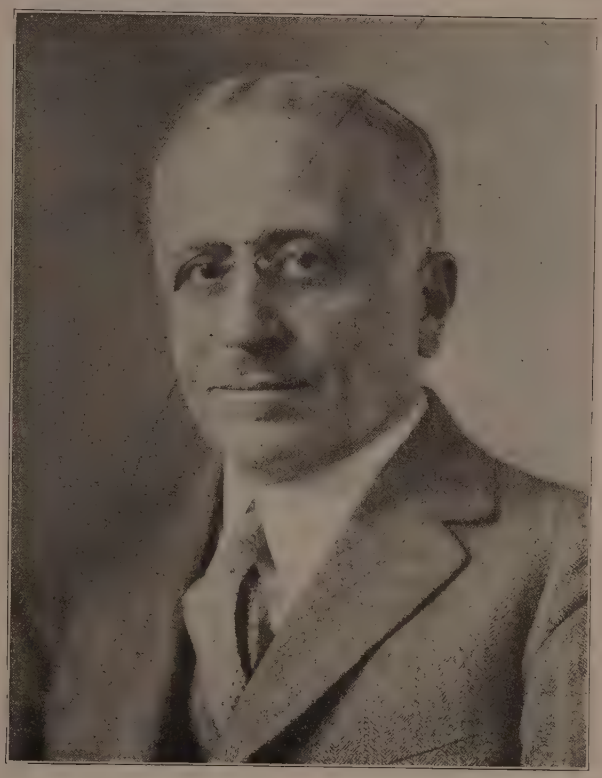
For nearly a quarter of a century Mr. Greenebaum has been President of the Chicago Sinai Congregation. On his seventieth birthday eight hundred and fifty friends in that organization tendered him a banquet at the Standard Club, within haling distance of his birthplace. Many and sincere were the panegyrics he received from those present, who included some of the city's most prominent business and social lights. "But," as an article in the Chicago Tribune reported it, "the greatest encomium of the evening was the telegraphed assurance from Julius Rosenwald that he would not be able to foot the bill were he to attempt—by wire— to enumerate all the virtues of which he knew 'M. E.' to be possessed. This despite the fact that the message itself was so lengthy as to provoke the comment that no other member of the congregation could have been responsible for it." At this banquet a playlet symbolic of Mr. Greenebaum's life was presented by a number of his friends.

Mr. Greenebaum is a Republican. He is fond of golf, of motoring, and of reading, the latter consisting principally in history and biography. He is a member of the Standard, City, Lake Shore Country, Bankers' and Covenant Clubs.

Mr. Greenebaum is actively interested in many forms of civic endeavor, his name appearing frequently upon committees and honorary organizations for the performance of worthy undertakings.

JAMES EUGENE GREENEBAUM

TO MEN like James Eugene Greenebaum, Chicago owes much. The solidity of its institutions, the welfare of its millions, the flower of its art, are due in great measure to the ability and devotion of those men who, equipped to carry on a work founded by their fathers, have filled their places and have found time to look around and help the community to the better things that create the "golden age" after the exciting and arduous period of early struggle and development.



James Greenebaum is the son of a banker and a banker himself, but his interests have broadened to include Art and learning and he has devoted much of his time to guaranteeing chances in life to thousands of youngsters robbed of their parents by death.

James Greenebaum was born in Chicago April 3, 1866, the son of Elias and Rosine Straus Greenebaum. His early years were those in which Chicago as a city was just reaching its maturity to be thrown back and dazed for a few years by the great fire which occurred when James was five and one half years old. Only a youngster at the time, James retained a vivid impression of the tragedy.

Young Greenebaum received the education common to youngsters of the upper crust of society in those days. He attended public grammar school, high school and private academies and in 1886 was graduated from Yale with the degree of bachelor of philosophy.

College education in those days didn't turn the heads of its recipients. Back from Yale and his discourses into the arts and sciences, young Greenebaum at twenty went to work in his father's bank as an office boy at three dollars a week. To the sound wisdom and common sense of Elias Greenebaum, who felt that a college education was a thing to be obtained if it could, but that the real lessons of business life are to be learned in the office, his son owes much.

James Greenebaum learned the lessons. He also learned the romance that lies hidden behind the ground glass of private offices. He acquired as all good bankers do, the love for and penetration into the affairs of his city that made him a power for good. He felt the pulse of Chicago and watched it reach out for new conquests and expand to greater proportions.

On September 7, 1893, the "office boy" had learned his lessons so well that he was in a position to marry Amy B. Kramer. The couple had three children, Frederic J., Charles J. and Edith J., who is now Mrs. P. A. Lieber.

But James Greenebaum was no grind. He was alive to the world and ever ready to get new impressions. He loved to travel and made frequent trips with his family to Europe. He loved, too, to find some quiet spot on the Northwoods lakes and angle a bit. The woods held a charm for him and in later life he became a frequent figure on the golf links. He was always actively though quietly interested in politics and has voted the Republican ticket in national affairs, reserving the right to choose the men in local affairs that he feels are most competent to satisfy the needs of the city he knows so well.

Four years before his marriage, James Greenebaum was admitted as a partner in the banking firm where he had started as an office boy and whose every interest he had become acquainted with. When the firm was incorporated in 1911 as Greenebaum Bank & Trust company he became vice-president and still holds that position. The firm later became the Bank of America.

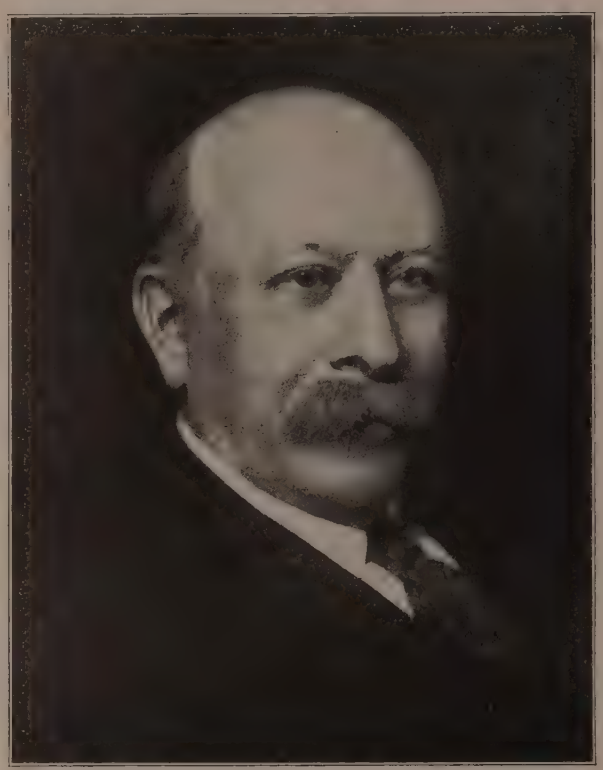
Mr. Greenebaum is a member of the Standard, Yale, Lake Shore Country, Bankers, Covenant and City clubs, a life member in the Chicago Art Institute and the Chicago Historical society.

Mr. Greenebaum remains today, still active in the field to which his entire business career has been devoted.

HENRY EVERETT GREENEBAUM

THE name of Greenebaum in Chicago will always be associated with the leading banking and financial interests, for the Greenebaums for generations have been financiers.

Henry Everett Greenebaum is a native Chicagoan, having been born in this city on September 1, 1854, the son of Elias Greenebaum and Rosine Straus Greenebaum. He attended the old Jones School, from which he graduated in 1867, and then attended the Chicago Central High School. As a boy, Mr. Greenebaum had always dreamed of following in his father's footsteps and developing the banking business his worthy parent had founded. He enrolled at the Bryant and Stratton Business College and studied there in 1871 and 1872. In the latter year, in order to learn the fundamentals of the banking business, Mr. Greenebaum secured a position in the First National Bank as messenger. It was only a very short time before his employers, appreciating the young man's honesty and alertness, promoted him to the post of assistant teller. In 1873 he left the First National Bank to join his father's company—Greenebaum and Foreman, bankers. But New York was the home of the great banking interests; New York was the place for a young man to gain a thorough knowledge of banking in all its phases. Accordingly, Mr. Greenebaum went to New York after a short time with his father's firm in 1873. He remained in that city for four years, being affiliated with several New York banks in that time. Here Mr. Greenebaum obtained a complete education in money matters. Returning to Chicago in 1877 full of enthusiasm and the self-assurance that experience brings, he founded the banking firm of Greenebaum Sons. He was at this time but twenty-three years old, and double credit is due him for his success because of his youth at the time he undertook this very serious project. The company prospered, Mr. Greenebaum's brother James being admitted as partner in 1889, and in 1911 the firm's name was changed to Greenebaum Sons Bank and Trust Company. Recently the title was altered to the Bank of America, under which it was operated until merged with the Central Trust Company of Illinois in 1929.



In 1921 Greenebaum Sons Investment Company was formed to permit further development of investment activities. Mr. Greenebaum is vice-president of this company.

Mr. Greenebaum's activities in the banking field have been of inestimable value to the city. Keen-minded, prudent, and conservative as a banker should be, he has been a factor in many of Chicago's greatest enterprises. His company has underwritten the bond issues of innumerable edifices which are now among the city's chief sources of pride. Through honest, discreet, judicious, efficient service he has helped build up one of Chicago's foremost banking institutions.

His contributions to various charities are numerous, frequent, and unstinted. He has no particular favorites among the many charitable organizations, but donates when and as he considers appropriate.

Mrs. Henry Everett Greenebaum was Miss Helen F. Leopold, daughter of S. F. and Babette F. Leopold. There are three children: Carrie (Mrs. Samuel Nast), Walter and John.

Mr. Greenebaum is a member of the Chicago Sinai Congregation, and is affiliated with the Standard, Press, and Lake Shore Country Clubs.

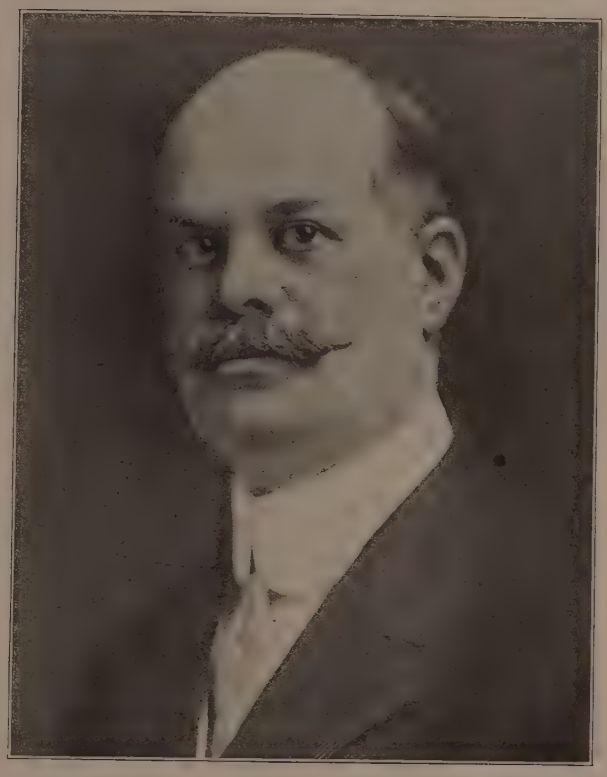
In politics, Mr. Greenebaum prefers to side with whichever party he regards as most deserving.

Mr. Greenebaum's favorite diversions are travel, and reading biographical and historical literature. He has toured extensively in Europe.

Of a very kindly disposition, Mr. Greenebaum is a man of many friends. Although he is now at the age of seventy-four, his interest in business and social life are indicative of a spirit years younger.

EDWIN G. FOREMAN

QUIET, good natured, conceiving of his position as one of service to the community, Edwin G. Foreman was the ideal banker, sound in judgment, yet never reluctant to help where the cause was good. Of the three generations that are links in the famous Foreman bank, Edwin G. Foreman's was perhaps the most important. He began when the institution was a private concern. When he died he was president of one of the best known and soundest State banks in Chicago.



Edwin G. Foreman was born in Chicago, July 14, 1862, the son of Gerhard Foreman, banker. As he drank in what knowledge was available in the grammar and high schools of the thriving town just before and after the great fire, he made friendships with many of those who in later years became the most outstanding men of the city. These friendships remained warm throughout his life, and a man in need of banking help could usually count on Ed Foreman, if his scheme were sound.

Edwin G. Foreman's higher education was just what his father's had been, experience. At seventeen, he began his business career as a messenger for the Corn Exchange National Bank. Three years later, his father who had come to the United States from Germany and founded his private bank in Chicago in the same year that Edwin was born, took him into the office.

In 1885, Gerhard Foreman pleased with his son's remarkable progress, transferred the interests and their management to Edwin, then twenty-three years old. Edwin assumed the responsibility with a calm determination that would have done credit to a much older man, and managed Foreman Brothers so effectively that it became one of the major factors in the rapid growth of the city in that period.

In 1897, the Foreman Brothers' Banking Company was organized as a state bank and Edwin became president of the institution. By that time the little establishment started by his father at 42 South Clark Street, had grown to fill a large building and to boast $900,000 in deposits. Edwin Foreman remained as president of the firm until his death and by that time the deposits had grown to $9,000,000.

The marriage of Mr. Foreman to Rose Kohn was one of the great events in the social life of the middle 80's. Their life throughout was ideally happy. They had three sons, Harold E., Alfred K. and Edwin G. Foreman, Jr. Their home at 3750 South Michigan Avenue was a gathering place for the city's notables, many of whom were to become national figures. Charles Schwab, Julius Rosenwald, Judge Mack were some of the frequenters of the charming home.

But Mr. Foreman as a banker, could not confine his interests to his home. A fine father, he watched Chicago stretch out its limbs, watched, and helped it toughen its sinews and harden its tissues.

The Foreman hand was always ready to help someone else to the good things of life he enjoyed. Tales of his personal charities live long after his death. And his active institutional charities were many. He was one of the founders and for three years was president of the Associated Jewish Charities. He was connected with the Illinois Manual Training School, and was a president of Michael Reese Hospital. He remembered these generously in his will as he did the Chicago Home for Jewish Orphans, the Home for Aged Jews, the Home for Jewish Friendless and Working Girls, the German Old Peoples' Home and The Chicago Winfield Tuberculosis Sanitarium. He was one of the organizers and was treasurer of the State Pawners' Society, pledged to lend money to the poor of the city at low rates.

He was a member of the Merchants', Bankers', Ravisloe, and Standard clubs, and was on the board of Sinai congregation. He died August 26, 1915.

OSCAR G. FOREMAN

THE second of the "Foreman Brothers", Oscar, might be the twin of his elder brother Edwin, were importance in the unfolding scroll of Chicago's commercial development the determining factor. Going into the bank with his brother and father, as a youngster, he has lived to see the institution prosper as Chicago has prospered. He has been active in the affairs of the Foreman banks since 1883. He is still active while it is listed as an institution with resources in excess of $125,000,000.

Oscar, the third son of Gerhard and Hannah Greenebaum Foreman, was born in Chicago November 1, 1863, a year after his brother Edwin's arrival on the earth. It is small wonder that a son of such parents should be one of Chicago's financial leaders.

With Edwin he attended the public grammar and high schools of Chicago and like Edwin again, was "farmed out" for his early experience and later education to another bank. While Edwin was learning the way of things at the Corn Exchange, Oscar was messenger for the National Bank of Illinois. His progress and that of his brother was so rapid that the father called them into his own office in 1883. And there they remained throughout life.

After the father transferred his business to the two sons, 23 and 22 respectively, Oscar stood shoulder to shoulder with Edwin and strove so well that the little business of the father was ready for incorporation as a state bank in 1897. Oscar became vice-president at that time, of Foreman Brothers' Banking Company. He retained that position until 1915, when Edwin died and he became president.

By that time another generation of Foremans was arriving in the office and when in 1923 Oscar had placed the bank among the leading institutions of the county and was ready to hand over the active management to someone else, he found Edwin's son, Harold, ready to take up the burden. He became chairman of the board of directors and still is.

The career of Oscar Foreman up to this time had been deep and broad. The original bank now had become The Foreman National Bank and The Foreman Trust And Savings Bank, two great institutions. Holding control of both as chairman he retired from the strenuous work of the presidency.

Oscar Foreman had been president of the Illinois State Bankers' Association in 1909. And had met and mastered national problems as a member of the board of directors of the American Bankers' Association. He was president of the Chicago Association of clearing houses in 1923 and 1924.

On September 28, 1893, Oscar Foreman married Fannie Mandel of Chicago. They have two children, Gerhard, named for his grandfather, and Madeleine. The Foreman residence in Glencoe, was a favorite spot for society until the death of Mrs. Foreman in 1914.

The Foreman habit of quiet charity has persisted in Oscar. In earlier days he was secretary and treasurer of the Russian Aid Society. He was a member of the board of directors of the Young Men's Hebrew Charity Association. He was vice-president of the Chicago Home for Jewish Orphans.

And again the Foreman tradition of inconspicuous public service has persisted in him. Offered, as was his brother, public honors and public place for his many good works, he has refused repeatedly. But every election day finds his ballot ready. He is a Democrat.

Oscar Foreman is a frequent visitor at his clubs which include the Union League, the Mid-Day, Standard, Iroquois, and the Bankers and Lake Shore Country clubs.

Oscar Foreman has seen the marvelous strides made by a young city and has gone far himself.

HAROLD E. FOREMAN

THE third generation of Foremans and perhaps the most brilliant is represented in the active business of the banking firm by Harold E. Foreman, president. Devoted student of the maze of intricate currents and cross-currents of financial life along La Salle Street, Harold Foreman enjoys the distinction of being the youngest man to head a $125,000,000 organization anywhere in America. And he enjoys the distinction of carrying on the name of a great family.

Harold Foreman, the son of Edwin G. and Rose Kohn Foreman, was born in Chicago, August 30, 1888. His education was obtained in the grammar and high schools of Chicago and at Dartmouth College, where he won his bachelor of arts degree in 1909.

The first of the famous Foreman bankers to go to college, he was none-the-less glad to follow his father's footsteps and begin the business of his life as a messenger in the same bank where "dad" had been a messenger some thirty years before — the Corn Exchange National Bank.

But his apprenticeship was even shorter than that of his distinguished father and uncle and by 1910 he was ready to follow them into the office of the Foreman banks. He began at the bottom in the clearing department, but four years later he had emerged at the top and was listed as vice-president, where he remained until 1922. That year the bank, first founded by Gerhard in 1862, later enlarged by his sons, was reorganized again in 1923 as The Foreman National Bank and The Foreman Trust And Savings Bank and Harold became president.

The occasion of Harold's ascension to the president's chair and his uncle's retirement to the chairmanship of the board of directors, was a city-wide event. Scores of influential business men filed in to pay their respects to the firm which had befriended them. And thousands of less pretentious friends, anxious to shake the hand of the new president were startled to find a vigorous young man where they had expected to meet a white haired veteran.

It was in that year that he won the distinction of being the youngest president in America of an institution worth thirty-six millions and much of the progress the company has made since then is due to the fact that the senior Foreman was right in trusting the family tradition of turning over active charge of the business affairs to the successors while they were still young.

"Personality and Friendly service" is the ideal of the president of the Foreman banks, that the employees are asked to embody. He conceives of a bank as the servant of a city and demands that all representatives of the name of Foreman shall be ready to serve the bank's patrons to the utmost.

Harold, Oscar, the young Gerhard; Edwin G., Jr., and A. K. Foreman at present hold about equal interests in the banking business, but its direction is left to the wisdom of the young president for the most part. The personal touch of the house is carried out by the opening of board meetings which usually is "Good morning, uncle" instead of the traditional "Are you ready, Gentlemen?"

On June 5, 1912, Harold Foreman married Florence Born of Chicago. They have two sons, Harold E., Junior, and John B. Foreman. Their home is in Glencoe.

Harold Foreman has lived up to the family mark in civic interest. He is a member of the Chicago Historical Society and the Art Institute of Chicago. He votes the Republican ticket and is an interested student of political currents but declines public office.

In college, Foreman was a Sigma Chi. He is a member of the Standard, Attic, Chicago Yacht, and Lake Shore Country clubs.

The Foreman family has traveled far. Its destiny now rests with Harold who already has started well.

LEROY A. GODDARD

LEROY A. GODDARD has the distinction of being the Dean of Chicago Bankers, for on December 31, 1928, he completed half a century of successful banking in Illinois—fifty years of service based on confidence in his fellow men and rendered with a quiet dignity that characterizes his business life. His watchword has been "Never lose faith in men and never let men lose faith in you." His rule of conduct has carried him far, for he started his business career as a printer's devil at one dollar a week.

Mr. Goddard was born in Marion, Illinois, June 22, 1854, the son of James T. and Winifred (Spiller) Goddard. His education was meager. He attended the public schools during the winter months, working at odd jobs during the summers until he was sixteen. The next five years he clerked in Marion stores. At twenty-one he embarked upon an independent business caréer and devoted his attention to merchandising and banking at Marion from 1875 to 1890. In 1890 he organized the First National Bank of Mount Carmel, Illinois, serving as its President for two years. On August 1, 1892, Mr. Goddard accepted the call to a larger field as Cashier of the Fort Dearborn National Bank of Chicago. Later he was elected Vice President and filled both positions until January, 1903, when he was chosen President. Five years later he resigned to accept the Vice Presidency of the State Bank of Chicago and was in May, 1909, elected President. In 1919 he accepted the Chairmanship of the Board, and in 1926 he was made Chairman of the Executive Committee.

When twenty-one Mr. Goddard was elected City Treasurer of Marion, Mayor at twenty-three, serving two terms, declining a third term. In 1918 he erected and presented to the City a chapel of cut stone and Gothic architecture with a seating capacity of two hundred.

His life in Chicago has been a busy one. He served two years as President of the Chicago Clearing House Association, two years as Treasurer of the Chicago Stock Exchange, one year as President of the Bankers' Club of Chicago, and also of the Union League Club of Chicago, declining a position on the Federal Reserve Board offered by President Harding. He was for several years a member of the Executive Council of the American Bankers' Association, served one term as President of the Illinois Bankers' Association and a number of years on the Normal School Board of Illinois. He was one of the organizers and secretary of the Bankers' Association of Southern Illinois in 1884. This was the first bankers' organization in the State and was later followed by the Illinois Bankers' Association, Mr. Goddard being one of the first Vice Presidents.

Mr. Goddard is a Director and is on the Finance Committee of the Destitute Crippled Children's Home. He is a life member of the Art Institute of Chicago, the Chicago Historical Society, the Field Columbian Museum, Chicago Academy of Sciences, Board of Trade Craftsmen's Club of Chicago, Masonic Standard Club of Chicago and the Moline Scottish Rite Club of Moline, Illinois.

Mr. Goddard received the degree of Ancient Craft Masonry when twenty-one years of age and was elected Master of his Lodge four years later. He has attended every annual communication of the Grand Lodge of Illinois from October, 1881. He has not been absent from any session as much as one hour. He was Grand Master, in 1894 and 1895, and is now Senior Past Grand Master of the Grand Lodge, having been Grand Treasurer since 1903. He was Grand Orator in 1920. He was Grand High Priest, Grand Chapter of Illinois in 1905, and is Treasurer of Illinois Supreme Council 33rd Degree Masons since 1912. He was a delegate to the International Conference of 33rd Degree Masons in Lausanne, Switzerland, in 1922. On November 14, 1888, Mr. Goddard married Miss Anna Breidenthal.

OSCAR H. HAUGAN

OSCAR H. HAUGAN is the latter half of one of those combinations of fathers and sons among the financial, industrial and social leaders of Chicago, that makes the city such a fascinating mosaic of family enterprises. His father was a moulding force in the formation and development of the State Bank of Chicago. Oscar H. Haugan, as chairman of its board, has piloted its affairs to even higher and more impressive success. He has been outstanding as a leader of Norwegian-Americans in the Middle West.

Oscar H. Haugan was born in Evanston, Illinois, November 4, 1872. He is the eldest son of Helge A. Haugan and Laura A. Wardrum Haugan. He was educated at Northwestern Military Academy and at Northwestern University. He joined the staff of the State Bank of Chicago and has served there ever since 1892, a year after the old private firm of Haugan and Lindgren had taken out their state bank charter and adopted the present name of the firm.

His career there has been brilliant but quiet. To recount it would take more space than is allotted, but the fact that he rose so rapidly to leadership in the bank and the fact that the institution has prospered so under his guidance as chairman of the board of directors speak for themselves. He is also a director of the State Bank and Trust Company of Evanston, Illinois.

In 1910 Mr. Haugan was appointed consul for Norway not only in Chicago, but in all of Illinois, Wisconsin and Michigan, an area as important industrially as any in the United States. Already carrying a load that might be wearying enough to another man, Mr. Haugan devoted a great deal of time and energy to his new duties and performed them with such thoroughness and wisdom that he made thousands of friends here and abroad. He was made a knight of St. Olav of the first order, by the King of Norway, for his services as consul and for his work as a leader and a director of social welfare among Norwegian-Americans. He served as consul until 1917, when other and, perhaps, more grave duties called him.

When the United States entered the world war, Mr. Haugan was among the most eager and the first men of influence and myriad peace time duties, to offer his service to the War Department. He was commissioned Captain of Ordinance and served faithfully throughout the entire war.

For many years he was president of the Norwegian Old People's Home and is now its honorary president. He is also a director of the Norwegian-American Hospital of Chicago.

Bringing up young boys in the large city, has always been a subject of study with Mr. Haugan and in recent years one of his most keen interests and most exacting duties has been the boys' club work that is assuming such importance in the sociological program of the city.

In 1900 Mr. Haugan was married to Clara C. Jevne of Chicago. The Haugans have three children: Jevne, Helen, and Richard. The family residence in Evanston, Illinois, is a place for happy retired home life.

Mr. Haugan is a member of the Chicago Real Estate Board, the Cook County Real Estate Board, the American Legion, and the Union League, Chicago Norwegian, Swedish, Chicago Bankers', Sheridan Shore Yacht, Midday and Westmoorland Golf clubs.

The growth of Chicago has been such a rapid swift moving chapter in the story of America, that many a great institution of the city today was founded as a small undertaking by the fathers of those who control the interests now. Oscar H. Haugan today is carrying on in the place formerly occupied by his father, the founder of the institution. He must often wish that Mr. Helge Haugan could have lived to see the present magnificent home of the State Bank of Chicago.

GEORGE WOODRUFF

WHEN heads of great industries from all parts of the United States pick a man to do their foreign investigating and take his word for the investment of billions it is safe to say that man is a business genius. Such is the position of George Woodruff, vice-chairman of the National Bank of the Republic.

An authority the world over on investment and banking, he has never lost his humanness, his contact with the men who throng Chicago's streets, and this very thing perhaps is the secret of his remarkable success.

George Woodruff is a native of Joliet, born May 25, 1881, the son of Frederick W. and Nellie Davis Woodruff.

Completing his primary education in the public schools of Joliet he attended the University of Michigan in 1900 and 1901 and went east to Yale the following two years, winning his L. L. B. in 1903. Not satisfied he crossed the Atlantic and made a minute study of the banking systems of Germany, France and England.

Ready at last he returned to his home town and began one of the most remarkable careers of his time as assistant cashier in the First National Bank of Joliet. Two years after his connection with the firm began he became vice-president and the next year, 1907, found him in the president's chair —the youngest president of a National bank in the United States. During his service there the resource of the institution increased from a few hundred thousand to those of the largest bank in Illinois outside Chicago.

The heads of the great financial institutions of La Salle street could not overlook such an achievement and in 1919 he was called here to become vice-president of the National Bank of the Republic. Five years later he became president and was instrumental in bringing about the consolidation of his institution with the National City Bank upon completion of which he became vice-chairman of the board of directors. During the first few years of his service with the National Bank of the Republic its assets had increased from $28,000,000 to $50,000,000 and the consolidation increased them to $85,000,000.

But the story of George Woodruff is not a story of personal aggrandizement. Nor even the glorification of his own bank, though his introduction of the checking-savings system was a remarkable step forward. His service to banking generally was of the greatest merit.

In 1909 Mr. Woodruff was selected by a group of international bankers to inspect the railways of China and the mileage of the trans-Siberian railway. In 1910 he visited every country in South America in the interests of American banks planning to open branch houses there. In 1911 he rewrote the constitution of the Illinois Bankers Association which resulted in the abolition of private banks. In 1912 he organized the first Farm Loan bank in America, at Joliet. In 1913, as representative of the American Bankers Association, he appeared before the committee drafting the Federal Reserve Law. The same year, after a European tour, he helped formulate the Farm Loan Law. One of the founders, in 1917, of the American Acceptance Council, he was primarily responsible for the introduction of Acceptance into this country. In 1918 Mr. Woodruff was a member of the Liberty Loan executive committee for the seventh district. In 1919 he founded the Illinois State Association of Commerce.

He is a member of the American Bankers Association and the Illinois State Bankers Association of which he was president from 1913 to 1915. As founder he was first president of the State Association of Commerce. He is a member of the Book and Gavel Club of Yale, the Union League, City, University, Mid-Day, Harvard-Yale-Princeton, Attic Racquet, Chicago Yacht and Chicago Riding Clubs. He is a Republican and a Presbyterian.

SAMUEL J. TILDEN STRAUS

VICE-PRESIDENT of a great company whose pride is that not one of its customers has lost a penny because of his investments with the firm, Samuel J. Tilden Straus carries that same high standard into all his personal relations as well as his professional activities, so that no one can truthfully say he has lost anything through his acquaintance with Mr. Straus.

The modest but sturdy solidity of Samuel J. Tilden Straus is perhaps best expressed in the high monument at the southwest corner of Jackson Boulevard and Michigan Avenue that has been raised in the family name — the Straus Building. A vital note in the striking skyline of Chicago, it tells its own story, needing no amplification.

Samuel J. Tilden Straus is a native of Ligonier, Indiana, born there July 12, 1876, the son of Frederick William and Madlon Goldsmith Straus. Completing his primary education in the public schools he was sent to the Harvard school in Chicago and later attended the Metropolitan Business College here. After graduation there he was ready to find his groove in the city where the Straus name was to mean so much before many years had passed.

His elder brother, S. W. Straus, had already established a business in real estate loans and securities, which was flourishing by the time young Mr. Straus was ready for business. There was room in the company for a good business head and S. J. T. joined forces forces with his brother more than thirty years ago and has remained with the company ever since.

The story of the firm of S. W. Straus & Co. is one of the story book type of business romances. Originating as a Chicago institution, its investments were so sound, its policies so attractive and steady, that before long its name had spread far over the Central states and not many years had passed when it became a truly national investment company.

Consequently, affairs in New York and elsewhere demanded much of the attention of the elder Straus who founded the company. Fortunately in Samuel J. T. Straus he had a partner whom he could leave in complete charge of affairs in the city where the company had grown up. In recent years S. J. T. Straus has been the dominating figure in local affairs of the company.

Erection of the Straus Building was an important step in the development of Chicago's near southside business area, but to S. W. Straus & Co. it was something more; it was a concrete evidence of the solid prestige the company had gained through the untiring efforts of its directors. In the magnificent monument bearing the Straus name, S. J. T. Straus has his office overlooking Grant Park and Lake Michigan.

In addition to his many responsibilities in the Straus Company, Samuel J. T. Straus is president of the Franklin Trust and Savings Bank at Thirty-Fifth Street and Michigan Avenue. Recently when the Straus National Bank and Trust Company of Chicago was incorporated, new duties were laid upon the already well-burdened shoulders of S. J. T. Straus as the executive vice-president and director of the new institution.

Through his conscientious handling of the many affairs of his company, Mr. Straus has won the confidence of the millions that constitute the city of Chicago. Distinctly a Chicago product, having been educated here, having faced his first trials in business and having triumphed in his professional career here, he is a true Maker of Chicago, in the real sense.

A Republican in politics, Mr. Straus is a member of the Standard, Lake Shore and Ravisloe Country clubs.

Mr. Straus was married June 6, 1900, to Miss Lillie Wolf. They have three children, Frederick William 2nd, Samuel J. T., Jr., and Mary Adelaide.

JACOB M. APPEL

ANY list of men prominent in Chicago Banking circles must include the name of Jacob M. Appel before it may be regarded as complete. Heading three well-known banks in Chicago and its suburbs, he is and has been for years a potent and beneficent force in financial company hereabouts.

Born on May 22, 1864, in Highland, Illinois, he is the son of Franz and Maria Appel, both of whom were natives of Germany. Mr. Appel obtained a grammar school and high school education and qualified for the certificate of Certified Public Accountant in the State of Illinois.

Mr. Appel resided in Highland until he was nineteen, then removing to Pocahontas, Illinois, where he was engaged in mercantile activity, also holding the local postmastership under Harrison. In 1897 he took up his abode in Greensville, the County seat. Serving as traveling inspector of building and savings associations under the state auditor's office, and later (1901) removing to Springfield where he became chief of the building and loan department and the banking department, an office which he held for fourteen years, during which period bank examinations were made in Illinois, Missouri, New York and Massachusetts, Mr. Appel orientated himself thoroughly in the intricacies of banking.

It was in 1910 that Mr. Appel came to Chicago. In 1913 he organized the Guaranty Securities Company. The following year witnessed his election to the position of vice-president and active manager of the Highland Park State Bank. Today he is president of that institution which possesses capital, surplus and undivided profits totalling in excess of six hundred thousand dollars and deposits of over three and a half million dollars. This position alone would be sufficient to entitle him to consideration as a formidable figure in Chicago regional banking. But his activities extend much further.

In 1916 Mr. Appel organized the First National Bank of Wilmette. The year 1923 added a third presidency to his name when he organized the Broadway National Bank of Chicago, an institution of which he continues as president. This bank, located on the thriving thoroughfare whose name it bears, possesses a capital and surplus of a quarter of a million dollars and deposits exceeding two and a quarter million dollars.

All of the institutions headed by Mr. Appel owe much of their success and solidity to the able executive administration which his years of training and keen business judgment have combined to confer upon any enterprise which has engaged his attention. He has that happy faculty of being able to undertake personally the consummation of details.

In the Illinois Bankers' Association (a state organization comprising 2000 banks) Mr. Appel's standing and activities were rewarded in 1926 by his election to the Vice-presidency. In the year following he was promoted to the Presidency, which position of trust and responsibility he filled with credit and honor. At this writing he serves on the Executive Council of the American Bankers' Association. Mr. Appel holds memberships in the Hamilton, Steuben, Medinah Athletic, and Bankers Clubs. For years he has been affiliated with the Christian Church. In politics he is a Republican.

On October 20, 1887, Mr. Appel married Miss Ida Idler, daughter of Henry Idler of Pocahontas, Illinois. They have two children, Vallee O., who is a graduate of the University of Chicago and the Harvard Law School, a first lieutenant overseas during the World War, and now president of the Fulton Market Cold Storage Company; and Mildred N., who resides with her parents at the Orrington Hotel in Evanston, Illinois. Mr. Appel is as well thought of for his splendid personal qualities as for his business ability.

GUSTAVE F. FISCHER

THE life story of Gustave F. Fischer is the tale of steady progress and well-deserved advancement from "office boy to an attorney's firm" to a very noted social and professional position in Chicago.

Mr. Fischer was born in Chicago, May 8, 1868, the son of Franz and Elizabeth Fischer. He received his early education in the Chicago public schools. In his early teens he secured a position in the law office of the late Harry Rubens, and became so interested and enthusiastic over the subject of law that he decided to make it his profession. Accordingly, he enrolled at the Chicago College of Law, and on June 9, 1891, was admitted to the bar. Due to Mr. Fischer's marked aptitude for legal affairs, he was not very long in his original position at $4 a week, but was soon assigned to more important duties. His advancements continued and his responsibilities increased until he was made a partner. His business relations with Mr. Rubens ripened into a very deep personal friendship, and Mr. Fischer attributes much of his present-day success to the training and kindly advice he gained while he was associated with Mr. Rubens. Their partnership lasted until the death of Mr. Rubens. Mr. Fischer has remained with the firm ever since, the firm name changing from Rubens and Mott to Rubens, Dupuy and Fischer, and again to Rubens, Fischer and Mosser, and is now Rubens, Fischer, Mosser and Barnum.

A glance at the copious list of Mr. Fischer's Chicago activities gives one an insight into the energetic spirit of the man. He was the founder of the Cosmopolitan State Bank and has been its president since 1915; he is also president of its auxiliary Safe Deposit and Real Estate Mortgage companies. He organized the Industrial Club of Chicago and served as president from 1905 until 1907. The president's office in the Germania Club was occupied by Mr. Fischer in the years 1901-1903. Other club memberships include the Union League, Bankers, Mid-Day, Knollwood, Edgewater Golf, and German Clubs. Mr. Fischer is also associated with a great many other Chicago organizations, among which are the Chicago Bar Association, Chicago Real Estate Board, Chicago Association of Credit Men, Illinois Chamber of Commerce, Chicago Historical Society, Illinois State Historical Society, and Chicago Turn Gemeinde. He is a director of the Grant Hospital, German Society, and Illinois Social Hygiene League, and has been a director of the Crime Commission since its inception.

Such a large number of important posts could be held only by a man of untiring energy, sincere enthusiasm, and forceful spirit. Mr. Fischer possesses all these qualities in abundance. Upon meeting the gentleman one is immediately impressed by his dynamic personality. He is a quick, accurate, and straight-to-the-point thinker. Quick-witted and magnetic is Mr. Fischer, brisk, but never brusque. His physical self is quite as active as his mental, for he is a golfer and bowler of no mean ability. He is a member of two golf clubs, and whenever his other affiliations are not making too heavy demands on his time, he can be seen pursuing the Scottish pastime on the links.

Mr. Fischer was married young, having wed Annie Beck, daughter of Ellen and Charles Beck, on June 26, 1889, when he was little over twenty-one years old. There have been no children.

He is a member of the Episcopalian church. Politically he is a Democrat. Although he has had numerous opportunities to enter the political field, Mr. Fischer has never sought public office.

In 1925 Mr. Fischer realized a long-felt desire by making a tour of Europe. He visited Germany, the land of his ancestors, Switzerland, France, Belgium and England. He has recently married a sister of his first wife and is living in their new home at Knollwood Club, Lake Forest, Illinois.

ANDREW JOHN KOLAR

ALTHOUGH an humble beginning is not positively essential in achieving eminence, no one can help admiring a man who starts in at the very bottom, and by sheer force of ability works himself up to a commanding position. Such a man is Andrew John Kolar.

He was born in Louisiana, Mo., the son of Andrew John and Anna Ptacek Kolar. The former was a merchant. All of Mr. Kolar's education was secured in the public schools.

Arriving in Chicago as a boy, he started his banking career as messenger boy at the tremendous stipend of twenty-five dollars a month. There was little danger of Andrew Kolar's becoming a spendthrift on that salary. This humble but portentous beginning was made at the Oakland National Bank.

Mr. Kolar was elated, as all progressive young men are, at his first promotion; for he did not long remain messenger boy. Bookkeeper, teller, assistant cashier,—he took all the hurdles, one by one, until at a comparatively youthful age he attained his present position, Vice-President of the Drexel State Bank.

Mr. Kolar, possessed of exceptional business acumen, has done a great deal to preserve the neighborhood in which his bank is situated. Located at the corner of Oakwood Boulevard and Cottage Grove Avenue, the Drexel State Bank is almost on the boundary line, so to speak, between the strongholds of two races of man. It requires an adroit use of diplomacy to maintain real estate values in the neighborhood. But by an unusually able employment of his influence as a banker, Mr. Kolar has kept the vicinity from the deterioration that has set in within various other localities where a similar delicate situation prevails.

In addition to his being a prominent banker, Mr. Kolar is deserving of attention and commendation for his work as President of the Chicago Public Library Board. The Chicago Public Library, an enormous institution embracing millions of volumes and many, many thousands of earnest readers, constitutes a responsibility that not many men would or could undertake to assume. However, Andrew Kolar has added this office to his banking duties, and handled it admirably.

During the stormy controversies over the Public Library that took place in the fall of 1927 Mr. Kolar saw to it that the library board maintained a dignified attitude.

Mr. Kolar belongs to several social organizations which include the South Shore Country Club, the Olympia Fields Country Club, and the Masons of which he is thirty-second degree and a Shriner. He contributes freely to charities chief among which is the Red Cross, also donating to the Boy Scouts organization.

Mr. Kolar married Miss Vlasta Renetta Kostner, daughter of Joseph and Josephine Kostner. The Kolars have two children: Andrew Kostner Kolar and Dorothy E. Kolar.

Mr. Kolar is fond of outdoor sports, in particular golf, hunting, and sailing. His favorite reading consists in the Bible, Dickens, and Dumas. He has a powerful personality and a mind that works with remarkable speed, as one can tell from moments' conversation with him. Banks, especially those which are located in the uptown districts of the city, are not at all the cold things of brass, glass, and marble that they seem. The personal element is ever present, and it is decidedly essential that the presiding officers have the force of personality, the keenness of judgment that builds prestige. It is Mr. Kolar's extremely likeable demeanor and his democratic manner that have won him and his bank a host of friends.

Mr. Kolar's opinion on banking and real estate is widely sought after by business men in his community; it represents the mature product of a mind that has brought him from messenger to a position of rare esteem in the business and civic world.

LOUIS BOMASH

CONFIDENCE in the institution to which he has given his untiring efforts is the result that Louis Bomash desired, for though the Independence State Bank was a thriving establishment when he purchased it in 1916, it is due to his foresight, efficiency and wisdom that the ever-swelling clientele and its steady increase in volume of business has been brought to the bank.

In 1869, Louis Bomash was born in Poland, the son of Abraham and Bessie Bomash, natives of Poland, who in 1874 emigrated to the United States arriving in Evansville, Ind., three years later. Rabbi Bomash was well known and spent a great amount of time traveling through the country-side. He passed away in 1888, thus leaving young Louis an orphan, for his mother had died the year before. Louis Bomash, the youngest of seven children, was eight when his family settled in Chicago. He immediately began to earn his living as a cash-boy at the Boston Store, and devoted his evenings to education. Besides being a self-made man, Louis Bomash is a self-educated man, and the results have justified all his intensive study of former years. Mr. Bomash married Miss Fannie Stone, daughter of A. L. Stone, one of Chicago's pioneer real estate men, on August 6, 1895; Mr. and Mrs. Bomash have three children, Julian, Blanche and Irma, all of whom are married. The Bomashes take an active interest in all church work and in the duties of the various Jewish Societies; Mrs. Bomash is especially known for her willingness to serve in any manner.

Upon reaching his majority in 1890 he started in the real estate, loan and mortgage business in the Fort Dearborn building, and here he spent twenty-six very fruitful years; but in 1916 he purchased the Kedzie State Bank and renamed it the Independence State Bank, in which Mr. Bomash filled the position of vice-president for one year and has since occupied the presidency. In 1924 Mr. Bomash bought the remaining interests of Schiff & Sons, so that he now owns all the stock as well as the bank building. One of the many attributes of Mr. Bomash's that are viewed with particular admiration is his foresight in all matters pertaining to the management of his bank. He is singularly gifted with an ability to take advantage of all possible "breaks". He recognized the advantage in the particular case of his bank of changing from a private to a State Bank and accordingly did so. It was also under his direct influence that actions were taken that made the bank a member of the Federal Reserve System; with both state and nation behind him, so to speak, Mr. Bomash soon won the confidence of the entire neighborhood, and with the coming into prominence of other departments of the bank such as bonds and mortgages, foreign exchange and insurance it has grown to be one of the largest and strongest banks among the outlying districts of Chicago. The record of the bank ranks very high in the banking world of Chicago, and it is a source of satisfaction to its proprietors that in all their bond issues they have never sustained a loss.

Among charitable societies that he has favored are the Federated Jewish Charities, Marks Nathan Orphan Home, Jewish Charities of Chicago, The California and Denver Consumptive Society and Treasurer of the Hebrew Theological Seminary. Mr. Bomash is a member of the following clubs: Covenant, the David Fish Lodge, B'Nai Brith, the Silver Link Lodge of the Independent Order of Odd Fellows, the Chicago Real Estate Board, the Benevolent Protective Order of Elks, the Chicago Association of Commerce and the Illinois Bankers' Association. During the war Mr. Bomash was very active in Liberty Loan work and also as vice-president of the Foreign Languages Division. Symbolic of Mr. Bomash's industry and integrity is the new and magnificent structure erected in 1920.

SAMUEL WATERS ALLERTON

PACKINGTOWN! The very name conjures up a picture of a vast industrial empire, giving employment to tens of thousands, feeding populations from the Saskatchewan to the South Sea islands, and making Chicago one of the financial centers of the world.

It was to the vision and business acumen of Samuel Waters Allerton that Packingtown, the Union stockyards, owed its inception.

Like so many of Chicago's builders, he came here from the rural districts of New York state, his only preparation for life being his experience on the home farm and his rather fragmentary education at the district school.

While he was brought up in comparative poverty, owing to his father's business reverses, there were generations of achievement back of Mr. Allerton.

He was a direct descendant of Isaac Allerton, one of the pilgrim fathers. Another ancestor participated in the Boston Tea Party. A grandfather, Reuben Allerton, had been a surgeon in the Continental army.

Mr. Allerton was born, May 26, 1829, in the little town of Armenia, Dutchess county, N. Y., the son of Samuel Waters and Hannah Hurd Allerton. His father, a small manufacturer, found himself reduced in circumstances owing to business reverses caused by a low tariff, but with the assistance of young Samuel, who had raised $500, the family moved to Yates county, N. Y., where they engaged in farming. The lad's ventures in stock raising were successful from the start, and at the age of twenty-three he had a capital of $3,300.

With this nest egg and $5,000 which he borrowed, he began buying and selling livestock, gradually extending his operations westward to Chicago.

Arriving here in 1856, he continued the purchase of livestock in Illinois, shipping to New York City. He saw the possibilities of the western prairies, and, settling in Platt county, Ill., established a prairie farm which later grew to large proportions. Here he raised cattle and brought it to Chicago for sale. As there was no local market at the time, he created one among the pioneer butchers, and became the head of a company gathering cattle and hogs from hundreds of farms and distributing the product to the markets of the world. This was the beginning of Chicago's packing industry.

Coming to Chicago a stranger, he made his home at the Orient House. Here he met such men as B. P. Hutchinson, J. M. Richards, John Black, Ezra Wheeler and Charles Tobey, then comparatively poor and unknown, but destined to play an important part in Chicago's development and to accumulate large fortunes.

A single deal in hogs in 1860 not only set Mr. Allerton on his feet financially, but secured for him an entre into the banking business through the establishment of Aiken & Morton, who cashed for him a sight draft of $80,000.

When the national banking law was enacted, he was quick to see the advantages of the system and urged his friend, Mr. Aiken to start a national bank. This was the inception of the First National bank of Chicago of which Mr. Allerton was a member of the first board of directors.

It was in 1865 that, with John B. Sherman he conceived the idea of establishing the Union stockyards. He was one of the largest stockholders in the First National Bank.

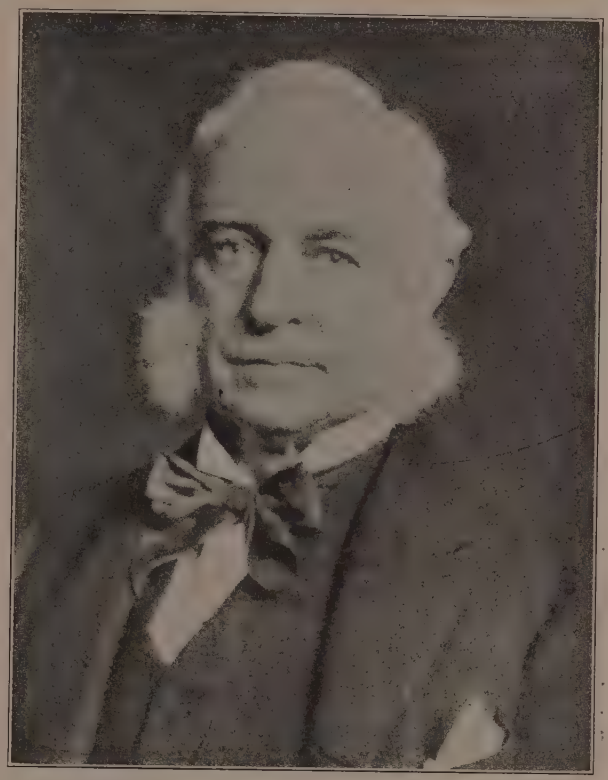
For more than twenty years Mr. Allerton was a director of the Chicago City Railway company.

Mr. Allerton was twice married; in 1860 to Pamilla W. Thompson of Canton, Ill., and after her death in 1880, to her sister, Agnes C. Thompson. Two children, Robert H. and Kate R., widow of the late Dr. F. S. Papin of Keokuk, were born of the first union.

NATHANIEL K. FAIRBANK

ONE NAME that blazes like a planet in the galaxy of Chicago's earlier philanthropists is that of Nathaniel K. Fairbank, who not only was indentified with many charities, but who perhaps accomplished more than any other Chicagoan of his generation for the cultural and spiritual life of the city.

Central Music Hall, the brilliant music festivals and Chicago's first great downtown church, institutions that elevated the community to a plane high above the materialistic, will always be associated with his memory.



Mr. Fairbank was a self-made man, rising from an humble beginning to a pedestal among the captains of industry.

He was born in the little town of Sodus, Wayne county, N. Y., in 1829, received a common school education, and at the age of fifteen, was apprenticed to a bricklayer. Later he worked as a bookkeeper in a Rochester, N. Y., flour mill and at the end of six months was admitted to a partnership in the enterprise.

In 1855 he came to Chicago as western representative of a New York grain commission firm, and for ten years retained this connection. By this time he had become something of a capitalist and he found an opportunity for investment in the newly-organized firm of Smeedley, Peck & Co., pioneer lard and oil refiners. Mr. Fairbank furnished the capital for the erection of a refinery and became a partner of the firm which eventually he was to head. The plant was destroyed by fire four years later, the loss amounting to $50,000. But in 1870 a new refinery was built at Blackwell and 18th streets, and the business grew until it became one of Chicago's most substantial enterprises.

It is, however, as a public-spirited citizen that he is best remembered. When the Chicago club was homeless it was Mr. Fairbank who offered at his own expense to erect a magnificent home for the organization in Monroe street, opposite the Palmer House.

Construction was begun, but Mr. Fairbank was not to be allowed to shoulder the entire financial burden, for before the building was completed, the members themselves had subscribed $80,000. The remaining $50,000 of stock was retained by Mr. Fairbank.

It was his money and influence, moreover, that made another dream come true and resulted in the creation of that diadem in Chicago's crown, the great Central Music Hall, for many years the city's artistic hub. The opportunity came in 1879, when a wave of music appreciation swept over the city. Every dollar of the stock was quickly subscribed, and the building was rushed to completion.

Mr. Fairbank's activities, however, were by no means limited to Chicago's cultural and social development. With his generous donation he established the Newsboys' home on a sound financial footing. St. Luke's Hospital found in him one of the best friends the institution has ever had.

When a new hospital building was proposed, Mr. Fairbank came forward with a contribution of $25,000 and followed up this gift by going out and soliciting money with which to erect the new plant. For many years thereafter he served the institution in an executive capacity.

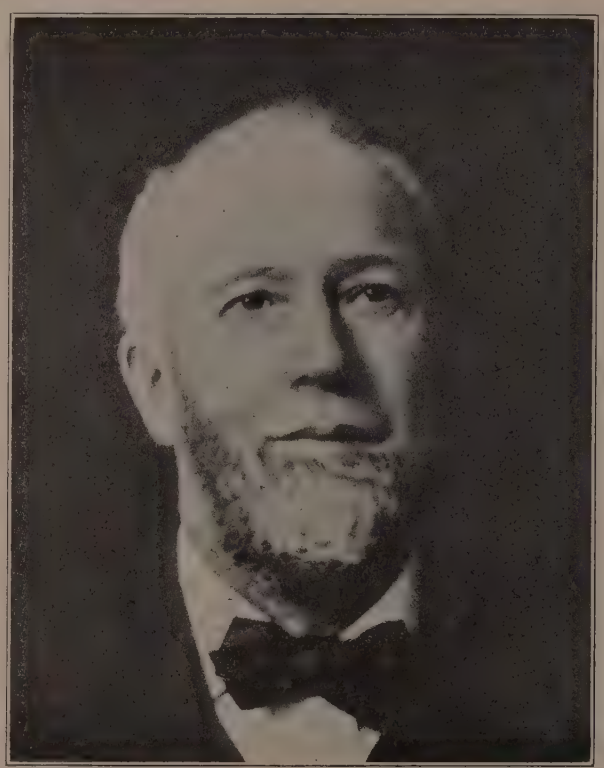
When David Swing resigned his pastorate at the South Presbyterian church of which Mr. Fairbank was a member, the capitalist was one of fifty Chicagoans to underwrite the Independent church at Central Music Hall, of which Prof. Swing became pastor, and where his eloquence attracted so many thousands of transient worshipers. As a trustee of this church and chairman of its music committee, Mr. Fairbank contributed substantially to its success.

He was likewise one of the sponsors of the music festivals conducted by Theodore Thomas which did so much to spread Chicago's fame as a center of art.

Mr. Fairbank was married in 1866 to Helen L. Graham of New York, who became the mother of four sons and three daughters.

GUSTAVUS FRANKLIN SWIFT

FEELING that his father's little New England farm was not big enough to support a large family of men, Gustavus F. Swift went to work for a butcher. Later he peddled meat on his own, from house to house. When he died he was head of a $35,000,000 company that hired 25,000 men and women to kill and dress and ship meat. His quick and canny use of the refrigerator car made his business and lifted the Union Stock Yards to world preeminence. His employment of new methods for the use of by-products gave rise to the famous "all but the squeal" saying about pigs. He built a huge fortune but remained to his death, as approachable to every one, as he was in the days before his prosperity.



Gustavus Franklin Swift was born June 24, 1839 at Sandwich, Cape Cod, Massachusetts, one of eight sons in a family of twelve children. The boys as they grew up helped their father till the New England soil. But Gustavus, with the keen common sense that characterized his whole life was quick to see that a little rocky farm could not support eight young men so he hired himself to a Sandwich butcher.

He was quick to learn the trade and before long was independently peddling meat from house to house. He moved to Barnstable, Massachusetts and opened a small slaughter house, doing a mildly profitable business there until 1869 when he moved to Brighton, a suburb of Boston and the meat center of New England where he went into partnership with J. A. Hathaway, after working a while for the latter. Mr. Swift during the course of this enterprise did most of the buying for the firm in Buffalo and Albany, shipping the live cattle to Brighton where they were slaughtered.

In the gossip of trade, the name Chicago was becoming more and more frequent, and in 1875 Mr. Swift dissolved his partnership and moved his family to the Western city which was just crossing the threshold of real greatness as a world center of trade. Here he formed the firm of Swift Bros. & Co. and directed its affairs in the Union Stock Yards. During the winter of 1877 he instigated a new departure in the meat business which was to have as far reaching effects perhaps, as any one deed performed in Chicago. He slaughtered cattle here and shipped the dressed meat to New York. The plan was universally denounced as impracticable. But Mr. Swift, undisturbed by the popular criticism, even among his coworkers, continued as each load of meat, shipped in an ordinary box car, brought in a net profit. And then came the major revolutionary factor in the meat packing business —the refrigerator car. Mr. Swift was the first to use it. He shipped meat over long distances, established a wide reputation and laid therein the foundations of a great name and a great fortune.

Swift & Co. was incorporated in 1885, with Gustavus F. Swift as its president. It took over the business of the old company. Its original capitalization was at $500,000. By 1905 the capital was $35,000,000. Mr. Swift remained as the active head until a few days before his death, March 29, 1903.

The romance that lies behind the smoke and the smell, the clatter and the bustle of the stockyards, was of Gustavus Swift's making.

Mr. Swift married Annie M. Higgins January 3, 1861 in Brighton. The couple had two daughters and seven sons. Louis F. Swift the eldest son, is head of the company and each of the other five sons are active in the business. Outside of business his pleasant home and his church were Mr. Swift's great interest. His pocket book strings were easily loosened and many a needy individual, charitable institution and church has been helped over difficult moments by the generosity of Gustavus Franklin Swift. Mr. Swift passed away on March 29, 1903, and in his passing went one of the greatest of Chicago's makers.

PHILIP DANFORTH ARMOUR

MUCH of Chicago's prestige as a packing and food distributing center is due to the vision and foresight of Philip Danforth Armour, the pioneer packer, who made his provisions known throughout the civilized world.

His service to society consisted primarily of the widespread distribution of food products and of bringing them within reach, financially, of millions.

It was he, who, by the development of the refrigerator car, brought the far-away consumer thousands of miles nearer to the western plains where cattle were raised for the market. And by his genius in organizing transportation, he not only furnished an outlet for stock raiser and farmer, but prevented any possibility of a food shortage in the many lands to which his provisions flowed.

P. D. Armour was of Scotch-Irish descent, though his ancestors had been American-born for generations. The fourth of a family of six sons and two daughters, he was born in Stockbridge, Madison county, New York, on May 16, 1832. His parents, Danforth and Julianna Brooks Armour, had left Union, Conn. some years previously, to settle on a comfortable farm at Stockbridge.

It was there that Philip learned the first lessons of deriving substance from the soil and laid the foundations for the world-wide provision business which was to revolutionize the marketing of foodstuffs.

From his father he inherited frugality and industry and a love of the simple life; from his mother, a sunny, joyous disposition and a generosity which was to crystalize in large benefactions later.

He attended, when chores permitted, the little red schoolhouse of the district, and was privileged to study further at an institution dignified by the name of academy.

The California gold fever, about this time, had permeated every nook and corner of America.

Young Armour heard the call of high adventure, and, in company with other fortune-seekers of his neighborhood, set out for the far west, making the arduous journey over the plains in a covered wagon.

Failing to find the pot of gold at the end of the rainbow, he undertook to build sluices for the miners. He worked so well that in four years he was able to return to the east with a nice nest egg.

After a short stay at home, he again came west, this time to Milwaukee, where he formed a partnership with Frederick B. Miles in the grain and commission business. In 1863 the partnership was dissolved, and with John Plankinton, merchant and provision dealer, he embarked in the packing industry.

Owing to the civil war, the supply of meat was low, while the needs of the Union armies in the field occasioned an unusual demand. The firm of Plankinton and Armour undertook to fill this demand, and their Milwaukee plant was one of the busiest in the entire country.

In 1867 Mr. Armour organized Armour and Company in Chicago, and in 1875 he moved to Chicago to take personal charge of the rapidly growing business.

It was not long before his sales exceeded the receipts of any railroad system in America, and at the time of his death, January 6, 1901, he owned more grain elevators than any other house in the world, had 50,000 employes on his payroll, and was exporting food to every civilized country on the globe.

When his brother Joseph died in 1881, he left $100,000 for the Armour mission, established in connection with the Plymouth Congregational church of which both were members.

Armour Institute of Technology, which he founded in 1892, has equipped hundreds of young men for a useful life, and remains a monument to his philanthropy.

NELSON MORRIS

IT SEEMS almost impossible that a huge packing industry with branch houses scattered over the United States and Europe, with ranches in the West supplying livestock, and an annual business running up into hundreds of millions of dollars could have been at once the conception and accomplishment of one man.

But the firm of Morris & Co. grew to be one of the largest in the world under the personal direction of its founder, Nelson Morris.

Mr. Morris, whose name ever will be associated with Chicago's industrial progress, was born in Hechingen, Germany, in the Black forest, January 21, 1838.

At the suggestion of an uncle who already had come to America, he set sail for this country in 1852, and gradually drifted westward to the rapidly-growing city of Chicago.

Mr. Morris made a niche for himself as an employe of John Sherman at monthly wages of $5, in addition to his board and keep.

The city offered few allurements for the fifteen-year-old boy, but five dollars in those days was five dollars, and by means of a little economy he gradually saved up a little stake which enabled him eventually to embark in business on his own account.

A $100,000,000 packing industry founded on the savings of a few dollars a month! It reads like a Horatio Alger story, but this, it must be remembered, was the period of Horatio Alger.

Though working part-time for others, young Mr. Morris, such was his faith in himself and in the future, refused what must have been regarded as a munificent offer—$100 a month for full time—explaining that he preferred to be his own master and to work out his own salvation. Thus was formed that rugged character which was necessary to create virtually out of nothing a pioneer industry, the growth of which was to parallel that of Chicago and the middle West.

Little enough time there was in those days for play. It was a case of "root, hog, or die," and Mr. Morris, together with those other fortune builders, rooted to rather good advantage.

At the outbreak of the civil war, Mr. Morris was in fairly comfortable circumstances. He had been laying the foundations of a vast business, and was in a position to contract with the government for the delivery of 20,000 head of cattle for immediate use in the army.

During the next two years his packing business flourished, and by 1873—long before the era of "big business"—he was turning over $11,000,000 a year.

In 1874 he entered into partnership with Isaac Waixel and his firm was known for a while as Morris and Waixel, eventually to become Nelson Morris & Co.

The Morris plant was one of the first packing houses opened and operated at the Union Stock Yards, and was destined to expand into an industrial community of forty buildings occupying more than thirty acres in the "Yards."

He also had large ranches in Dakota and Texas.

Mr. Morris participated in the organization of the Stock Yards banking system, and was a director of several financial institutions doing business in Chicago's Packingtown. In 1872 he became a director of the First National Bank.

Meanwhile, three other Morris plants, one at East St. Louis, one at St. Joseph, Mo., and the other at Kansas City, Kas., were doing a combined business of over $100,000,000 annually.

He was married in 1863 to Sarah Vogel of Chicago. One of his sons, Edward Morris, succeeded him as President of Morris & Company and the other, Ira Nelson Morris, wrote his name in the stars as a diplomat.

He died August 27, 1907, having written a long and colorful chapter in Chicago's industrial history.

WILLIAM FRENCH BURROWS

ONE of the lifelong friends of the late William French Burrows, when asked for an estimate of that man's character in a sentence said, "He had the biggest heart of any man I ever knew." That is a far greater tribute than a volume which could be written on his long and active business career.

Mr. Burrows, known to the business world as one of the builders of the meat canning industry of Chicago, was another citizen whose descent may be traced to sturdy English and New England stock. His grandfather, a native of Nottingham, England, emigrated to America in 1828 and settled in Boston. His father, Robert Burrows, married Permelia Jane French in 1849, and in 1865 moved from Boston to Chicago where he engaged in the cattle shipping business.

William French Burrows was born in Somerville, Massachusetts, November 13, 1854. After attending the public schools of Boston and Chicago, he started working at an early age. His first experience was in banking, and at the time of the Chicago fire in 1871, he was with the Real Estate Loan and Trust Company. Later he worked for a commission house on the Chicago Board of Trade and then for Underwood & Company, with whom he received his first experience in the packing business. In 1882 he became associated with Libby, McNeill and Libby as assistant to Arthur Libby, founder and president of the concern. His rise in the firm was rapid, and when the business was incorporated in 1888 he was given an interest in it. In turn, he became secretary in 1893, secretary and manager in 1898, vice-president and manager in 1906, president in 1915, and chairman of the board of directors in 1922, which position he held at the time of his death.

During his forty-three years' service with Libby, McNeill and Libby, the business was extended from the canning of meat only, to the canning of a wide variety of foods at plants located in many parts of the United States including the Hawaiian Islands and Alaska. Mr. Burrows was not only active in upbuilding the firm, but also took a prominent part in making the canned foods industry what it is today. He was much interested in the welfare of the employees, and it was through his initiative that a welfare building was established at the Chicago plant and later at other plants.

A man of attractive personality and exceptional keenness of judgment, Mr. Burrows was known to a host of customers, competitors, employees and other friends for his unswerving integrity and fairness. In the words of one who had known him practically all his life, and who was associated with him not only in business but as a close friend, Mr. Burrows had an unusual faculty of drawing out the finest qualities in those with whom he was associated, and of holding them loyally to him throughout life. This was due to the qualities already mentioned, and to his great and sympathetic heart which made him always considerate of others.

He was very fond of traveling and took trips both for business and pleasure to many parts of the world. He was a very observing man and always came back with delightful tales of his wanderings. He also enjoyed outdoor life, and golfing, fishing and motoring were part of his recreation. His greatest pleasure, however, was derived from his association with people, and his friends were many and in all walks of life.

Mr. Burrows was married September 7, 1880 to Annie Louisa Libby. They had five children, Louisa Libby, Marjorie (who married John C. Pitcher), William French, Jr., (who married Emaline Lynch), Ruth Libby and Arthur Andrews (who married Mildred Swigart). He was a member of the Chicago, Union League, Chicago Athletic and Onwentsia Clubs, and was affiliated with St. Paul's Universalist Church. Mr. Burrows died in Chicago July 30, 1925.

JONATHAN OGDEN ARMOUR

IT was under the administration of Jonathan Ogden Armour that the vast packing business founded by his father, P. D. Armour, grew into a world-wide organization and developed into one of America's greatest industrial concerns.

The volume of business increased during this era from $182,000,000 a year to $1,000,000,000; additional plants were built in various cities to encourage stock raisers and eliminate long hauls, branch houses were opened in all the great consuming centers and South American subsidiaries were organized, thus opening world markets to the stock raisers of that continent.

Mr. Armour was born in Cincinnati November 11, 1863 and was the oldest son of P. D. Armour. Twelve years later the family moved to Chicago. The boy was educated in the public schools and entered Yale university in 1881.

He sacrificed his senior year at Yale, however, for practical training in the rudiments of the business he was destined to direct. Returning to Chicago in 1884 he entered into his apprenticeship, and within a year was ready for executive responsibilities. When the elder Armour died in 1901, J. Ogden Armour, who by this time had mastered every phase of the industry, assumed complete charge of the huge plant.

He was married in 1891 to Lolita Sheldon, daughter of Martin J. Sheldon of Suffield, Conn., and had one daughter, Lolita (Mrs. John J. Mitchell, Jr.), born in 1896.

Mr. Armour idolized his little daughter, and it was principally for her that he built his magnificent country estate, Mellody Farm at Lake Forest, a veritable fairyland.

While he had built up a very large personal fortune, Mr. Armour cared little for the frivolities of society, his one ambition being to conduct the affairs of Armour and Company successfully and give the thousands of young men in his employ a chance to make their way upward in the world.

Mr. Armour was worshiped by his employes, and was regarded by them as a court of last resort. He was particularly lenient in his attitude toward the older ones, even though their methods might not have kept apace of modern business. He had grown up with them, he said, valued them because of their loyalty, and refused to listen to any over-efficient foreman who demanded that some of these old-timers be dropped from the payroll.

In addition to the packing business Mr. Armour had many interests. He was a director of several railroads and financial institutions.

He perpetuated the charitable and educational work that had been started by his father, made large donations to hospitals and relief funds, supported Armour Institute.

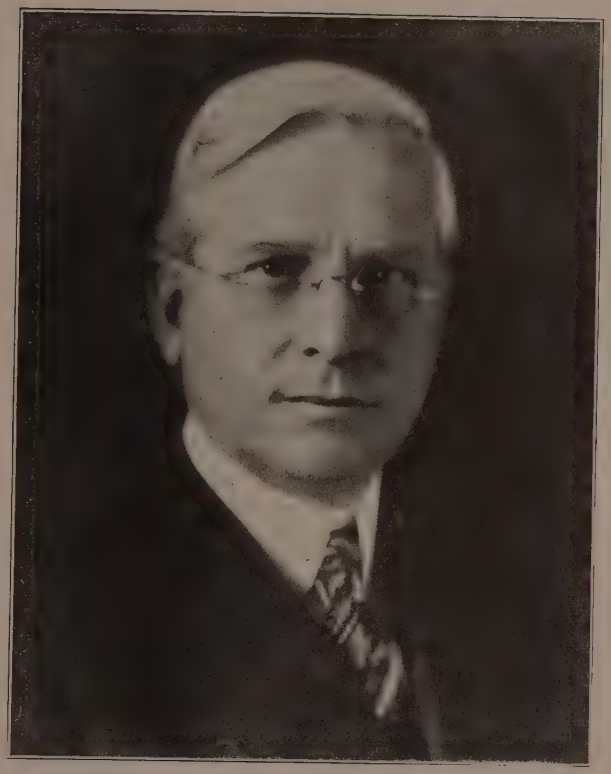
He was known as one of the largest Board of Trade operators, and in one memorable battle with James A. Patten for the control of the wheat market is said to have made $1,000,000 within the short time of only a few weeks.

After the war the far-flung Armour interests suffered tremendously from the depreciation of American currency and from the financial chaos of Europe, and the burden of these losses fell largely upon Mr. Armour himself. His business reverses made necessary large retrenchments. He relinquished control over Armour and Company, and in 1923 resigned as president. His death occurred in London, August 16, 1927. His remains were brought back to his native land and buried in the city he loved. Hundreds of his friends and his employees attended his funeral and as they looked their last upon this fine gentleman and friend many were the reminiscences of the kindnesses and courtesies which he extended in his quiet way. The kind that only come to light after a man has gone. His memory will be long cherished and of him it can be truly said—there was a man.

F. EDSON WHITE

THE name of F. Edson White carries a double connotation: a notable figure in the packing industry, being the president of Armour and Company; and a financier, holding directorships in several of the largest banks in the country.

The birth of Frank Edson White took place on the ninth of September, 1873, in the town of Peoria, Illinois. His parents were Frank C. White and Lillian Gertrude Hunt White, both of whom had been born and reared in the state of Pennsylvania, but had left their native state to take up their residence in Peoria, where the father engaged in the live stock business. As a youth, Mr. White was very much interested in his father's occupation, and thus secured, even before he left the parental roof, a working knowledge of the industry in which he was to make his fortune. Helping his father, he learned the fundamentals of the live stock and meat industry and became aware of the vast possibilities in this field.



Mr. White obtained as good an education as the public schools of Peoria afforded, and then attended business college. Unlike many men of today who have eventually made their fortune in lines of endeavor far different from those in which they held their first position, Mr. White's first employment was in that one field in which he has been engaged throughout his entire business career. In 1890, as a youth of seventeen, he entered the service of the firm of E. Godel and Sons, a packing company of Peoria. He began as a bookkeeper but his bent was toward selling and he was soon in that end of the business. After a few years he landed a position as manager of the Western Meat Company of San Francisco and in 1895 he resigned to come to Chicago—the center of the meat packing industry—on the theory that opportunity was best where the business was greatest. He secured a clerkship with Armour and Company and his sincere efforts and noteworthy accomplishments won him repeated recognition from officers of the company, with the result that he worked his way up through successive stages to the presidency. In January, 1912, he was made a director of Armour and Company, and less than three years later (November, 1914) was elected to the office of vice-president. When in 1923 the company reorganized after the retirement of J. Ogden Armour, Mr. White was chosen as president.

In the world of banking the name of F. Edson White looms large, also. He is a director of the Continental Illinois Bank and Trust Company, and the Stockyards National Bank of Chicago, as well as the Chase National Bank and the American Surety Co. of New York City. He is also a director of various corporations including the New York, Chicago and St. Louis Railroad, the Air Reduction Co., Inc., and the Chicago Corporation.

On the nineteenth of October, 1899, Mr. White was united in marriage to Miss Lillian Pearson of Collingwood, Ontario, Canada. There were three children born to this union, namely: Gertrude Lillian, who is now married to William M. Spencer of Erie, Pennsylvania, Georgina Hester, who is now Mrs. Allan Kempe of Lake Forest, Ill., and Frank Edson, Jr., who died in September, 1923.

Mr. White manifests his political allegiance to the Republican party, while his religious faith is that of the Episcopal church.

He is identified with the Masonic order, and belongs to the Chicago, Commercial, Industrial, and Chicago Athletic Clubs, Old Elm, Racquet, Onwentsia and Knollwood Country Clubs.

Mr. White is a governor of the International Live Stock Exposition, and a director of the National Live Stock and Meat Board and the Institute of American Meat Packers. He has been continuously associated with the packing industry for close to forty years, during a large part of which he has occupied a commanding position.

THOMAS E. WILSON

THOMAS E. WILSON, president of Wilson & Co., is that "rara avis" type of man who is wholly self-made, and yet is as hearty, wholesome, unassuming, and unaffected as he was in the days when he was striving to make his mark.

Mr. Wilson was born in London, Ontario, in 1868. When he was nine years old his family moved to Chicago. After completing school, Mr. Wilson accepted a position as car checker with the Chicago, Burlington and Quincy Railroad at a salary of $40.00 a month — less than he could have obtained elsewhere, but Mr. Wilson was satisfied that his future there depended on his own efforts.

After he had been in the employ of this railroad for a short time, one of those little accidents occurred which change completely the course of a man's life. The traffic manager of Morris & Company had told the chief clerk of the railroad that there was an opening for a young man at the yards. The chief clerk investigated the situation with a view to filling it himself, but returned with a report that the surroundings were not the most desirable that could be expected. Mr. Wilson was very much interested in the position, however, especially since it would pay $100.00 a month. Accordingly, he visited the yards, and while he noted the unfavorable conditions reported by the chief clerk, he also visualized the almost limitless possibilities of the packing industry—and accepted the position.

Mr. Wilson's knack of making friends served him well. The more-or-less uncouth workers that peopled the yards in those days were prone to taunt the white-collared, twenty-year-old youth who had come into their midst. But Mr. Wilson had the happy faculty of winning friends and keeping them, and it was not long before he had won the unanimous goodwill of his fellow-workers. He soon proved himself too big for the job he was then holding and was given one of greater responsibility, which he filled with equal success, due to his determination and desire to advance. Both Nelson Morris, the founder of the company, and his son took notice of Mr. Wilson's unusual ability and kept an eye on him, with the result that he won successive promotions to higher positions, demonstrating his fitness for the highest honor the house could bestow.

When the elder Morris died, and his son succeeded him to the presidency, Mr. Wilson was elected vice-president, nineteen years after he had joined the company as clerk at $100.00 a month. Mr. Wilson attained the presidency of the concern on the death of Edward Morris.

In the fall of 1915, Mr. Wilson was approached by two New York bankers, who offered him the presidency of a packing concern which had been in business for sixty years—Sulzberger and Sons. Wishing to remain with Morris & Company, Mr. Wilson turned down their offer, but was later made a proposition he could scarcely refuse. He became one of the highest-paid officials in the United States, and almost over night his name became a household word. Since that time, the development and success of Wilson & Co., has been recognized as one of the business marvels of the age.

Mr. Wilson has the well-deserved reputation of being alive, alert, and vigorous, with a wonderful talent for winning friendship and respect. His democratic and cooperative spirit permeates his organization, which is in a large measure responsible for the company's present position.

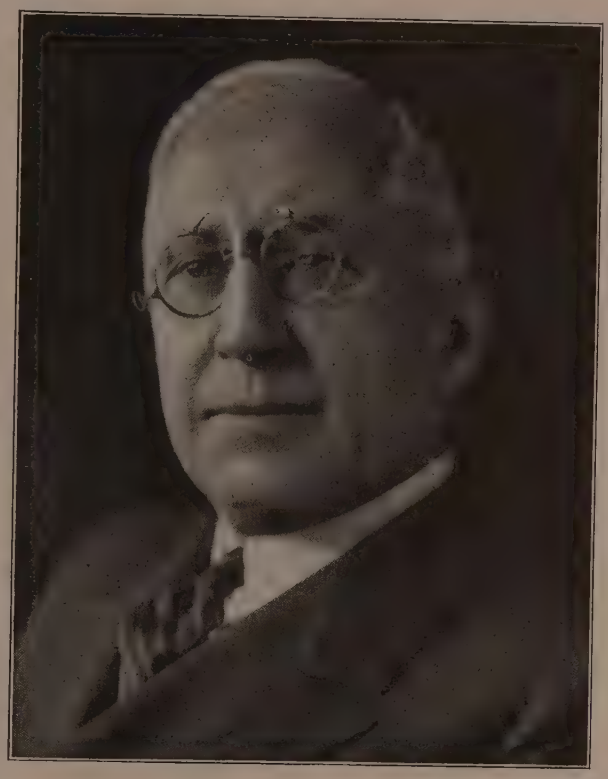
Near Lake Forest Mr. Wilson has a 1200 acre farm, where he indulges in his hobby of raising horses and pure bred live stock. He belongs to a vast number of clubs, including the Chicago Athletic Association, the Old Elm, South Shore Country, Chicago, Onwentsia, Saddle and Sirloin, Union League, Industrial, Shore Acres, Knollwood, Forty, Commercial, and American Club of London, England, and is a life member of the Field Museum.

JAMES SCANLAN AGAR

JAMES SCANLAN AGAR is one of those quiet big men of Chicago who has known early in life what he wanted to do with the time allotted him on earth and has set about doing just that, without any ballyhoo but with exceeding efficiency.

And after all, it is on such men as this that cities are built—on the industries that they raise by their labors, their foresight, and devotion.

Where would be the colorful throngs of State and Madison Streets, the glittering opera audiences, the after the theatre crowds in restaurants, were there no great industries to keep millions employed?



So despite the absence of horn tooting Chicago—the real Chicago—recognizes these unassuming men "behind the scenes" of industry and pays them her debt of gratitude.

James Scanlan Agar has lived his entire life in Chicago. This city is his city and the people of his city are his people. He was born here May 17, 1864, the son of John and Ellen Scanlan Agar. His father was a pork and beef packer. Those who know the story of packing know what that meant in the years when James Agar was growing up. Those were the years when the stock yards were growing up also—the years after the refrigerator car had made such quantity production possible by solving the problem of distribution—the days of high romance in the industrial south side of Chicago.

James Agar attended the Chicago grammar schools and took a course at the Metropolitan business college and was ready to plunge into the hard work that accompanied this glamourous rising of the giant packing companies.

His contact with the industry had been the most intimate possible from infancy, and his heart and soul were in the business. Now he plunged into it with bodily vigor and mental strength and the tenacity of a youngster bound to conquer. James Scanlon Agar is a man of the utmost personal modesty. So it is impossible to tell the struggles to overcome obstacles in his path to success and in the path of his organization. But those who know the packing industry know that the road to success in that turmoil of early stock yards history was not a road smoothly paved.

But smooth or rocky, easy or beset with the greatest difficulties, James S. Agar was determined to travel this road to its ultimate termination in success and travel it he did. His present position as president of the Agar Packing and Provision Company is proof enough taken with the present position of that company itself.

His business career had begun when he went to work in a financial broker's office at $5 a week. Years of study, of observation of what went on around him and of honest hard work followed and the trick was done. James S. Agar stood at the helm of a packing company. That had been his boyhood dream.

Along with this development in the business world had grown the force of Mr. Agar's personal character.

Mr. Agar was married Sept. 15, 1887, to Minnie Adele Dye, daughter of Martin Dye. The Agars have four daughters, Eleanor, Ruth, Louise, Kathryn, and one son John G. Agar.

Mr. Agar is a Baptist in religious affiliation and a Democrat. His favorite books are the novels of Charles Dickens. He has travelled considerably. He likes the outdoors and may be found on the golf links quite often.

The casual surveyor of Chicago might never glimpse James S. Agar in the city's makeup. His attention would, perhaps, be drawn to the passing flash of popular idols.

Sturdy, unsparing in his devotion to work, intelligently, and kindly considerate of his fellow Chicagoans, it may be said without any fear of contradiction that James S. Agar is truly one of the makers of the city.

EDWARD MORRIS

Ask any native Chicagoan to mention the leading names in the Chicago Packing Industry, and you'll be bound to hear the name, Morris. Not only to stockyards employees, but to practically every well-informed resident of the city, Edward Morris's name is known—an integral part of that industry which more than any other is responsible for Chicago's dominant place as the second largest city in the Western Hemisphere, Queen of the West, the plexus of the nation's multifarious railroad lines.

Edward Morris was born in Chicago October 1st, 1866, son of Nelson and Sarah Vogel Morris. Nelson Morris was one of the great business men of his day, an outstanding proponent of the Chicago Packing Industry, one of the men who started Chicago on the road to leadership in the meat industry.

Edward Morris was educated in the Chicago Public School system until he was fourteen years of age. In 1880 he went to work for his father's concern, Morris & Company, giving early indications of an aptitude for business and a considerable genius for organization.

From the very outset of his career Mr. Morris was keen for work. His untiring energy and his well-nigh infallible judgment even more perhaps than his inherited influence earned him the respect and admiration of his business associates. But there was one characteristic of Mr. Morris's more noteworthy than any of these; and that was capacity for keeping in personal touch with all the minutiæ of his business. Not one of all the vast ramifications of Morris & Company escaped his intense and constant scrutiny. Although Mr. Morris was in the habit of making frequent trips to New York and other cities, he never became out of touch with "The Yards." One may perhaps best appreciate this extraordinary capacity for detail which Mr. Morris possessed by imagining the President of the United States personally supervising the building of a new battleship or, as commander-in-chief of the Army, drilling a squad of enlisted men. Yet it was something of this nature that Edward Morris accomplished without in the slightest impairing his capacity for executive efficiency. Since 1908 Mr. Morris "shared with J. Ogden Armour and Louis F. Swift the title of 'king of the world's packers'," to quote the Chicago Tribune.

Wide as his interests in the packing field were, they did not comprise all of Mr. Morris's financial interests. In addition to being President and Treasurer of Morris & Company, Edward Morris held directorships in the First National Bank, the National Live Stock Bank, Rothschild & Company, and other corporations too numerous to mention.

Mr. Morris was married to Miss Helen Swift, daughter of Mr. and Mrs. Gustavus Franklin Swift, of whom the former was founder of Swift and Company. The Morrises had four children: Nelson, Edward, Jr., Ruth and Helen Muriel. The family dwelled at the magnificent residence at 4800 Drexel Boulevard, one of the show places of the South Side. It has the massive proportions of a medieval castle and the grace of a French chateau. Adjacent to it is an exceedingly spacious lawn with a dainty Chinese garden lending an air of beauty and dignity to the property. Now more than ever, when so many of the grand old mansions of Drexel Boulevard are being supplanted by apartments on account of the lofty real estate values of that district, the Morris residence is almost a scenic spot, in which South Siders take justificable pride.

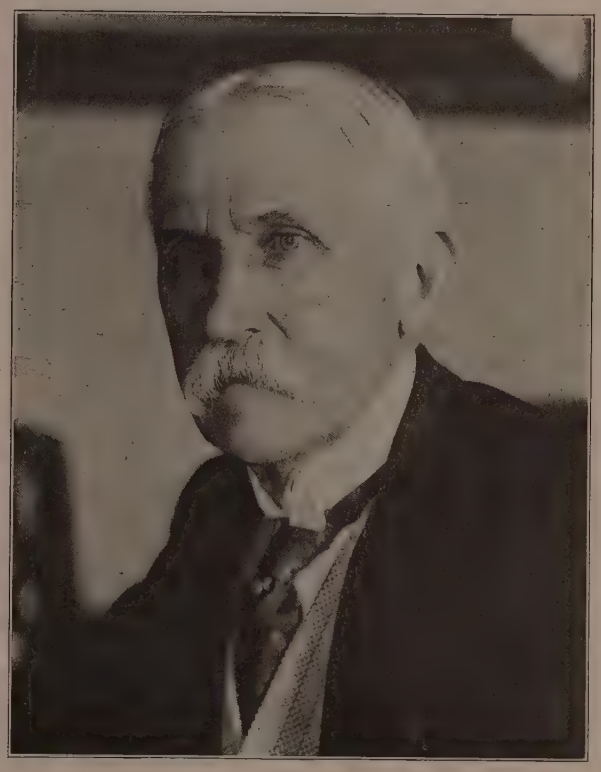
Mr. Morris was a member of numerous clubs and organizations among which were the Mid-Day Club, South Shore Country Club. His family naturally enjoyed much social prestige.

In 1913, after a long illness due to Bright's Disease, Mr. Morris passed away (November third). In death Chicago lost not only one of her ablest captains of industry, but also one of her most useful citizens.

FRANKLIN MACVEAGH

FRANKLIN MACVEAGH, President Taft's secretary of the treasury, studied so thoroughly for the law that he was forced to give it up upon being admitted to the bar. Undiscouraged, he went into the wholesale grocery business "for his health," made a fortune and blessed the city of his adoption with many and lastingly vital improvements.

This man who finds organization of great enterprise an avocation was born on a prosperous little farm in Chester County, Pennsylvania, the son of "Squire" Major and Margaret Lincoln MacVeagh. He was prepared for college at home and was graduated with the A. B. degree from Yale in 1862, his heart set on law.



Losing no time he matriculated at Columbia under Professor Dwight, and at the same time engaged in intensive reading with Edmunds, Bushnell & Hamilton in the city. His LL. B. was granted two years later and his work in helping Judge Edmunds compile the Revised Statutes of the State of New York was rewarded with an offer of partnership from the jurist. But the strain had been too great. He was compelled to refuse on account of ill health. His weight had dropped alarmingly. He remained slender and aescetic in appearance through life.

A limited partnership plan was worked out with Charlton T. Lewis, but even this plan failed when he was forced to go abroad to regain his health. Concluding that he must give up his cherished career, he smiled a smile of determination, turned his back on old associations and came to Chicago. The result was Franklin MacVeagh & Co., the company of which he remained the head until 1909.

MacVeagh believed that with shrewd selection of men a big business could be run without the continuous presence of its head. The story of his company bears him out. He found that business so agreed with his constitution that in later years his interests branched out to include banking and manufacturing.

Early in life Mr. MacVeagh's strict business code and his charming contacts in business and society won him a high place in the esteem of Chicagoans. He was repeatedly urged to run for mayor, but refused to accept any public office until the second great fire of 1874 created consternation when it was revealed the city council was not able to produce adequate fire protection.

Franklin MacVeagh became president of the Volunteer Citizens' Association. Here again his genius for organization came into its own. The association took the fire department "out of politics;" organized it on a non-partisan basis and made it one of the best in the world.

The association then attacked the city hall and threw overboard the old bureau system, substituting the plan of a mayor with responsible department heads. The water supply was found to be painfully inadequate and was enlarged. These reforms were mostly physical, but they made it possible for the city by Lake Michigan to become a giant of modern civilization.

Once so prominently in the public eye, MacVeagh could not gracefully retire. He was nominated by the Democrats for the United States Senate in 1894, canvassed the state, but lost in the legislature.

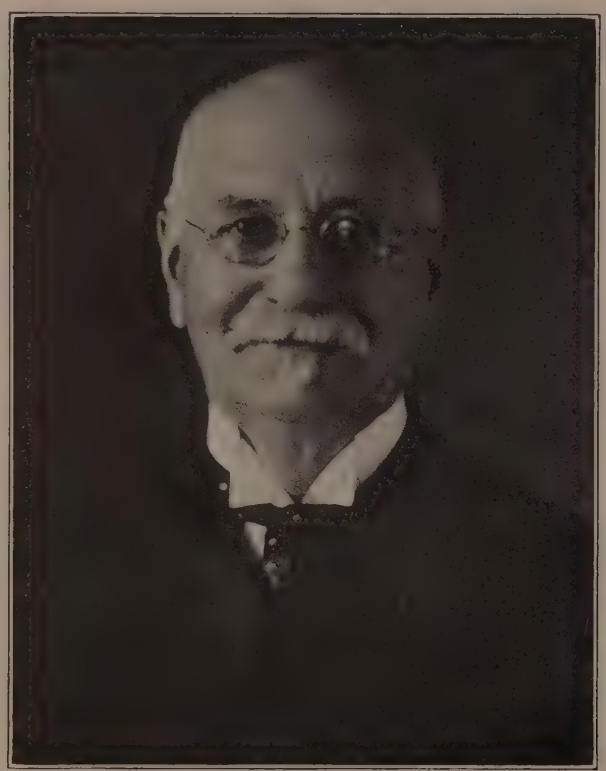
Two years later he joined the Republican forces and after years of attention to business was called upon by President Taft to accept the portfolio of the Secretary of the Treasury.

Franklin MacVeagh was married in 1868 to Emily Eames of Chicago. Four of their five children have died, leaving one son, Eames MacVeagh.

Mr. MacVeagh is ex-president of the Chicago Bureau of Charities and the Municipal Art League. He is a member of the executive committee of the National Civic Federation and vice-president of the American Civic Association, and has in his time been connected with many other similar associations.

CALVIN DURAND

CALVIN DURAND, typical of the men who made Chicago the great city it is, working steadily all their lives at whatever most needed doing, accepting sacrifice and danger as they offered, and finally becoming a powerful force in the community, was a farm boy. He was born on May 7, 1840, in the village of Clintonville, New York. His father, a descendant of the Huguenot Francois Joseph Durand, of Basancon, France, was a merchant and contractor, but when Calvin was twelve years of age, he bought a small farm and moved into the country.



The soil of this farm was poor and thin from neglect of the former owner, and it was only by the hardest work on the part of the father and five sons that it was made to pay for itself. Two of the sons soon left the farm and came to Chicago to seek their fortune, and presently the third and fourth joined them, leaving only the youth Calvin with the parents.

For five years Calvin worked in summer on the farm, and in winter attended the district school—except for such times as his father needed his help in hauling ore from the iron beds to the smelter, for which he had a contract.

When he was seventeen, he began attending the academy at Keeseville, six miles away, walking that distance Monday mornings, and back home on Friday evenings, and doing a hard day's work in the fields on Saturday.

At nineteen, Calvin felt the need of a little money of his own, so he began teaching a country school a mile and a half from his father's home, walking that distance night and morning and carry his lunch. For this he was paid twenty dollars a month.

With part of his earnings, Calvin came to Chicago in the spring of 1860, to visit his brothers, John M. and Henry C. Durand, who had opened a wholesale grocery store here. His parents unexpectedly followed him for a visit, expecting him to return home with them. It was not until the night before their departure, when his clothes were packed and his ticket bought, that Calvin decided to remain in Chicago—and here he remained—to the lasting benefit of the young city. The firm name, originally Durand Bros. & Powers, became first H. C. & C. Durand, then Durand & Kaspar, and after his death, to its present style, The Durand, McNeil Horner Company.

His first employment was as a porter in his brother's store, but he little cared what was his work, since he was in the midst of things which were making history. In the very year of his arrival here, 1860, the newly-formed Republican party held its convention in the Wigwam at Lake and Market Streets, and a tall lawyer from Springfield, Abraham Lincoln, was nominated for the presidency. Calvin Durand attended the convention, and later in the fall when Lincoln visited Chicago, young Durand was among the admirers who thronged to the Tremont House and shook his hand.

It was this admiration for the great leader which led Calvin Durand to join the Board of Trade Battery when Lincoln made his second call for troops in the summer of 1862.

His experience in the Civil War would make a volume, though he set it down in a few pages.

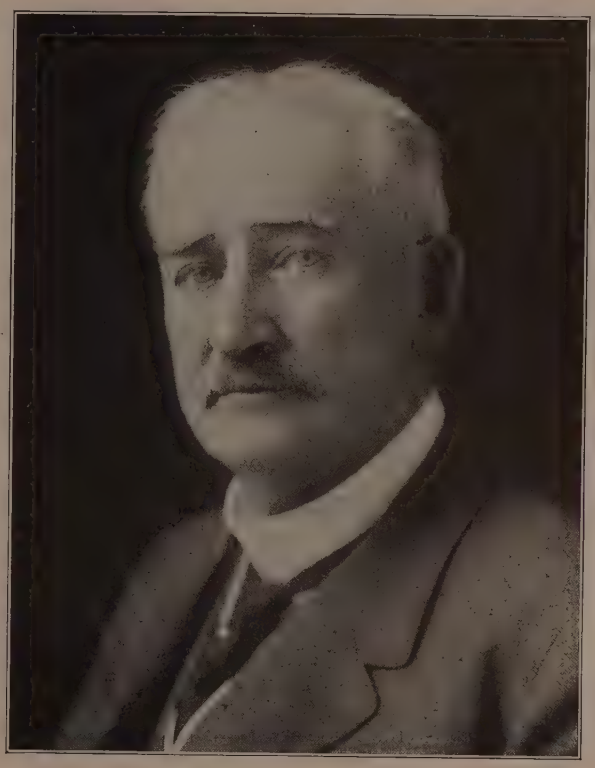
After the war he again took up the pursuits of peace. In 1867 he married Sarah Gould Downs, a daughter of Myron D. Downs. Their children were: Jane Durand Allen, Henry C. Durand, Harriet D. Trowbridge, Mabel D. Pine, Bertha D. Yaggy, and Ruth D. Lewis.

Mr. Durand served his community in many quiet ways, and publicly as mayor of Lake Forest, but when his wife was taken by death on August 26, 1911, the grief of her loss was more than he could bear and he followed her on October 31, 1911, mourned as one of Chicago's most beloved citizens and as a great benefactor of Lake Forest.

ALBERT ARNOLD SPRAGUE

IN CHICAGO'S hall of fame surely no one deserves a more prominent place than Albert Arnold Sprague. Keen, alert, honorable and dynamic in business, and kindly, sympathetic and loyal socially, he will always be an admired and respected figure in Chicago's annals.

Mr. Sprague was born on a farm near Randolph, Vermont, a son of Ziba Sprague and Caroline Arnold Sprague. His parents were of old established New England families whose lineage dates back to colonial days. He spent his boyhood on the family homestead and received his early education in the public schools of the vicinity. He then entered Kimball Union Academy, from which he graduated in 1854. The following year he commenced a classical course at Yale, and received his degree from that institution in 1859. Although he had always wanted to study law, his ambitions were thwarted by poor health, and for the next three years he spent as much time as possible outdoors on his father's farm. Country life, however, held no lures for him; he wanted to go to the city and enter commercial life on his own initiative.



Chicago seemed a logical place to launch a business, and accordingly in 1862, Mr. Sprague at the age of twenty-seven came to this city. He was one of those fortunate people who were privileged to live here during the most remarkable period of the city's development. Since his early days on the farm he had visualized the possibilities of the wholesale grocery business. With a limited capital he organized the firm of Sprague and Stetson, and laid in a small stock of goods. From the very beginning Mr. Sprague showed his unusual aptitude for this sort of business, and it was largely through his strenuous efforts that the subsequent phenomenal success of Sprague, Warner & Company was attained. Mr. Stetson sold his interest to Ezra J. Warner in the spring of 1863, and the firm of Sprague & Warner was then formed. In 1864 a younger brother, Otho S. A. Sprague, came back from service in the Civil War, and was admitted to partnership in the company. The name of the firm was then altered to the form which it bears today: Sprague, Warner & Company. Sound and progressive merchandising methods were responsible for the continued growth and prosperity of the business. Throughout the years this company has continued to stand among the leaders of its type of institution, and to control the very best class of trade.

In addition to this association, Mr. Sprague was identified with a great many of the city's enterprises. Among them were the Chicago Telephone Company, of which he was a director; the Commonwealth Edison Company, and the Northern Trust Co. He was also a director of the Elgin National Watch Company.

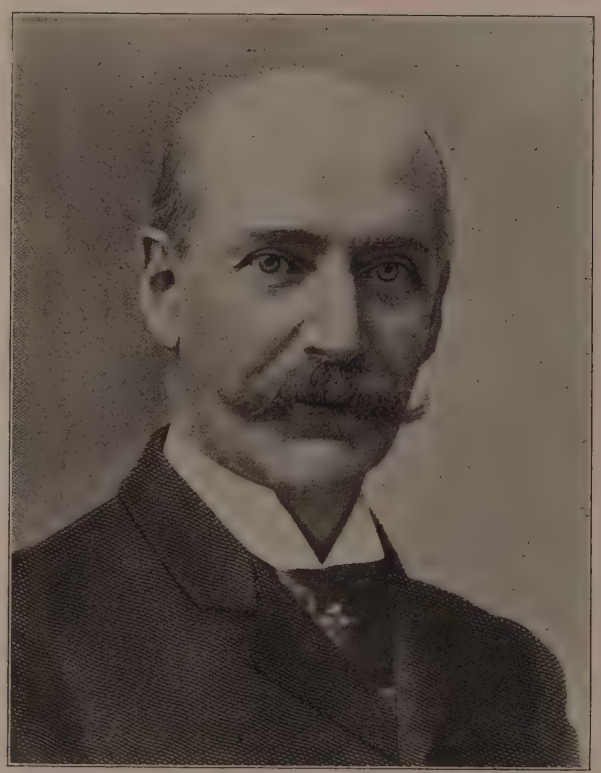
Mr. Sprague was a man of marked initiative ability and resourcefulness; he imbued every undertaking with which he was affiliated with the vital elements of success. During the many years he resided here he was very influential in business, civic and social ways.

In social life, Mr. Sprague was identified with many of the city's foremost organizations. He belonged to the Chicago, University, Onwentsia and Eleanor clubs. He was also a member of the Chicago Literary Society and a charter member of the Commercial Club. He was president of the latter in 1882. He was a director of the Art Institute and a trustee of the Symphony Orchestra, the Chicago Orphan Asylum, the Presbyterian Hospital, and Rush Medical College. From 1873 until his demise, Mr Sprague was a director of the Relief and Aid Society, of which he served as president from 1887 until 1890.

He was married in 1862 to Nancy A. Atwood of Royalton, Vt. There were three daughters: Elizabeth S., Susie, and Carrie, the two latter dying in infancy. Mr. Sprague died on January 10, 1915.

OTHO SYLVESTER A. SPRAGUE

OTHO SYLVESTER A. SPRAGUE, son of Ziba and Caroline (Arnold) Sprague, was born in East Randolph, Orange County, Vermont, May 13, 1839. He received his education in the district school at East Randolph, and at Kimball Union Academy, Meridan, New Hamphire. On leaving school he entered the general store of H. Holden, and in 1860 bought an interest in the store, the firm being H. Holden & Company. On the outbreak of the Civil War he enlisted, becoming orderly sergeant of Company G, Eighth Regiment, Vermont Volunteers, and went to New Orleans in the corps of General Benjamin F. Butler, but after short service was compelled to resign because of failing health.



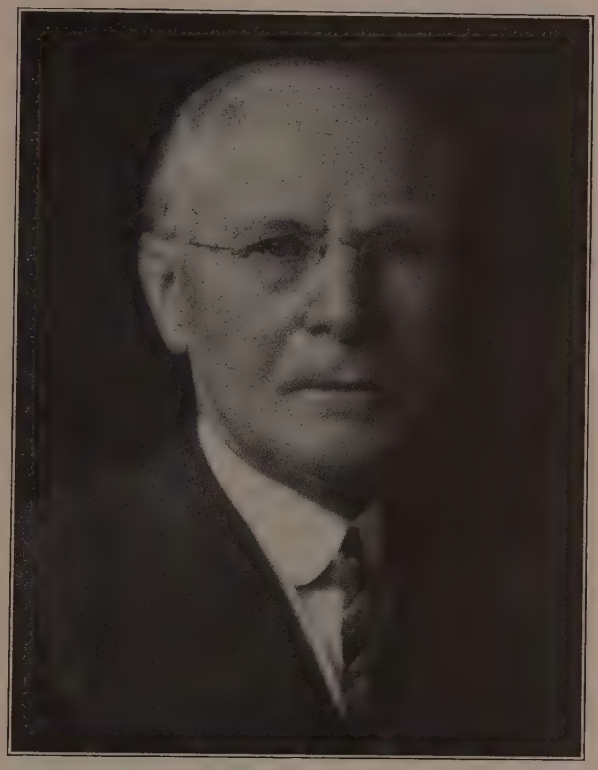
As soon as his health would permit he went to Chicago, where he joined his brother, Albert A. Sprague, and Ezra J. Warner, in establishing the firm of Sprague, Warner & Company, which has grown to be the largest wholesale grocery enterprise in the United States. The personality of its founders permeated the establishment from the beginning, making it one of the most reliable as well as one of the most prosperous wholesale houses of its line. This name and success have continued without change for more than half a century, and it is without parallel in the volume of its trade in Chicago, and scarcely equalled throughout the commercial world. Not only in the mercantile field, however, did Mr. Sprague expend his energies, for he was a director of the Pullman Company, the Elgin National Watch Company, and the Southern California Railway Company. He was one of the Royal Greek Commissioners to the World's Columbian Exposition, and received from the King of Greece the Cross of the Royal Order of the Savior. His clubs were the Commercial, Union League, Chicago, and Chicago Literary. In politics he was a Republican. As a memorial to his wife he erected and furnished a hospital at Pasadena, California. There his death occurred February 20, 1909. "Mr. Sprague was a great reader and a man of fine literary tastes. His private library was one of the finest in the city, and no man who has lived in Chicago had a greater number of friends." (Chicago "Inter Ocean," February 22, 1909).

The Otho S. A. Sprague Memorial Institute was established in 1910 by funds left by Mr. Sprague "for the relief of human suffering and investigation of the cause of disease." Upon its incorporation the board of trustees, of which Dr. Frank Billings has been president, decided to use none of the fund for the erection of buildings, but to co-operate with existing institutions wherever and whenever it seemed that medical research could be furthered. Research work was supported in the University of Chicago, Rush Medical College, the Presbyterian Hospital, the Pathological Laboratories of St. Luke's Hospital, and the Cook County Hospital. Diseases of childhood, the influence of heredity upon cancer, tuberculosis, articular rheumatism, diabetes, industrial diseases, and dementia praecox, are some of the subjects to which thorough and exhaustive study has been devoted. and the findings of the laboratories and clinics of the Institute have been published in various scientific journals. Reprints of these articles are bound annually and, issued under the title "Studies from the Otho S. A. Sprague Memorial Institute," are furnished to scientific libraries and research institutions in related fields of work, thus fulfilling the humane desire of him who made this project possible.

Otho S. A. Sprague married, in 1871, at Malone, New York, Lucia Elvira, daughter of Ebenezer and Elvira Atwood (see Atwood VI). Issue: 1. Mary A., born July 30, 1872. 2. Albert A., born May 13, 1876. 3. Nancy A., Born Aug. 8, 1877. 4. Lucy, Born July 2, 1878. 5. Otho S. A., born Dec. 23, 1880, died Aug. 18, 1893. 6. Arnold, born Nov. 9, 1882, died April 1, 1889.

FREDERICK W. RUECKHEIM

MILLIONS of happy juvenile hours can be checked up to the credit of Frederick W. Rueckheim; for what young man of the rising generation cannot remember a circus made more wonderful, a baseball game made more absorbing, county fair more of a wonderland for the presence in his side pocket of an oblong box of crisp "Cracker Jack". Even a dull summer afternoon or two can be made tolerable, if one, between the ages of five and fifteen, can put a hand down and draw it back, somewhat sticky perhaps, but crammed full of delight for the palate.



But, Frederick W. Rueckheim, though he is and has been for years president of the company which manufactures this particular kind of confection, has done a great deal more than merely make candy. His life has served as an inspiration to others around him. He is a living example of the man of good humor, the person who takes friendship seriously, seeking to make all he comes in contact with happier, and he is also a successful man in the world of business. To those who come to America from abroad seeking greater opportunities, Frederick W. Rueckheim must be an inspiration, for he and his brother Louis founded their business before they had been in America more than a year.

One glance at the great plant at Peoria, Sangamon and Harrison Streets will convince the skeptical of what can be built up in the life span of one man, . . . an institution known the world over.

Frederick W. Rueckheim was born in Japenzin, Germany, April 18th, 1846. He is the son of John Rueckheim and Maria (Zander) Rueckheim. Even in the days of his early boyhood he must have heard marvelous stories about America, for the idea of a new land of freedom and unlimited opportunities for the young man who wished to win for himself a place in the sun and a share of the good things of this world, for that idea was deep rooted in his mind when the time came for him to sever the bonds of his country and boyhood home. Frederick W. Rueckheim was educated in the common schools of Germany and entered the army, as all young men of his country did. His military service extended over the years from 1865 to 1869 and included campaigning in the war between Prussia and Austria in 1866. These years of army life must have made more keen his desire for a more complete manner of living, for even after the hours of drill and of active soldiering he was to be found in the night classes that were offered the men. His army service over, he returned to Germany and studied under private tutors in Berlin.

But the idea of America, the call this country was sending across the Atlantic became more intense. Finally he and his brother Louis who had just completed his military service, took passage for the new world and found haven with an uncle who owned a farm in Englewood. There they remained until they found the opportunity that they had come to seek. They were not long in waiting, for November 1872 the firm of F. W. Rueckheim & Bro., manufacturers of popcorn was formed. This was the predecessor of the Cracker Jack Co. of today.

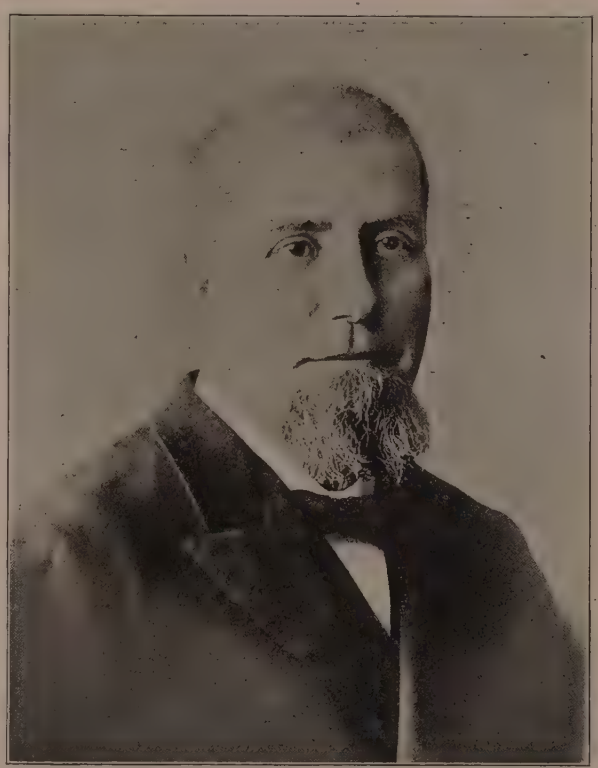
Mr. Rueckheim is a member of the Illinois Manufacturers association, the Chicago Association of Commerce, and the Art Institute, the latter for life.

On November 28, 1872, in the month of the organization of his candy business, Mr. Rueckheim was married in Chicago to Mathilda Mell, who died March 21, 1902. On April 20, 1908, he married Mrs. Ola J. Roberts. The Rueckheim's had four children: Frederick W. Jr., Edwin Louis who is dead, Emma Lydia (Mrs. Lee W. Spratien who is dead), and Laura Wilhelmina (Mrs. Frank A. Werner).

Mr. Rueckheim is a Methodist in faith and votes the Republican ticket. He loves gardening and music, home life and friendly chats with his many friends.

BERNARD STEELE

"BY THEIR WORKS SHALL YE KNOW THEM" has been said of many of the prominent citizens of Chicago and of other municipalities, but nowhere perhaps does this aphorism, trite though it is, find truer expression, and more appropriate exemplification than in Bernard Steele, one of the founders of the great Steele-Wedeles Company, a corporation so vast in its ramifications, and so well established in Chicago that its benefits extend not only to the hundreds of employees who now derive their daily sustenance from this far-flung organization, but also the thousands of Chicago housewives in whose commissary operations the Steele-Wedeles company plays so prominent a role.



Bernard Steele may unquestionably be said to be one of Chicago's pioneer business men, for it was during the Civil War that the firm which notably bears his name was founded. Mr. Steele himself had arrived in Chicago six years before, in 1856, but had not immediately engaged in the business which was later to rise with him to prominence and affluence. His first position in Chicago was as clerk in a clothing store where his unusual business talents were obscurely buried in the process of fitting out the gentlemen of the sixties with the quaint attire that prevailed at that period. However, he was not destined to "hide his light under a bushel" for long; in a few years he went into the wholesale jobbing business, in the dry goods field, with O. L. American in the concern known as O. L. American & Company.

The year 1862 was doubly significant in the life of Bernard Steele, for it marked a turning point both in his business career and in his domestic life. It was in this year that the Steele-Wedeles Company was founded, and that Bernard Steele was married. His bride was Miss Sophie Wedeles, daughter of Sol and Rachel Wedeles; forming a link between the families of Steele and Wedeles that was further to cement the strong business relations which had hitherto existed.

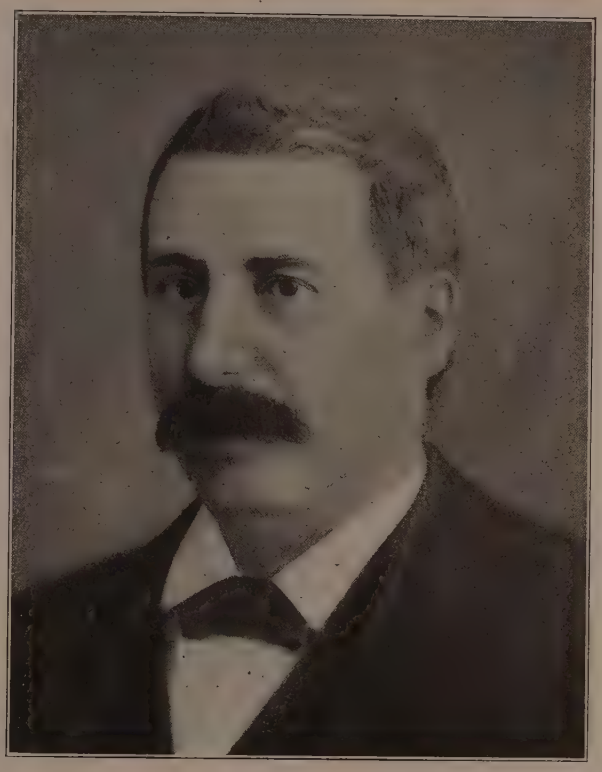
At the time of his marriage Mr. Steele had risen with astonishing success from the ranks of the unknown to a position in the commercial limelight of Chicago. Born in Fuchsstad, Bavaria, a small town near Wurzburg, he had subsequently immigrated to the United States, in 1856. He was then thirty-two years old and occupied a rank of no particular importance in the city's social and financial life, being merely an additional immigrant, one of the countless thousands who had made their way hither in the train of the revolution of 1848. But six years make a difference. For it was only this length of time that ensued after his arrival in Chicago before he had helped to lay the foundation of what is today one of the city's foremost business concerns.

Mr. Steele had three sons, all of whom entered the grocery firm to carry on the business their father had started: Henry B. Steele, (died in 1909), Samuel B. Steele, now president of the concern, and Maurice B. Steele, (died in 1904). When Bernard Steele first engaged in the work of the Steele-Wedeles Company, which he did virtually from its inception, the business was located near the twelfth street viaduct. Subsequently it was removed to a new location at La Salle and South Water Streets. In the year 1885 the firm was incorporated as the Steele-Wedeles Company. Today the gigantic edifice which houses the multifarious branches of this business stands at Dearborn Street, towering above the Chicago river.

His sons, the late Henry B. and Maurice B. Steele and Samuel B., his surviving son and present head of the business, and Edward L. and Sigmund Wedeles, nephews of Isaac Wedeles, another of the original founders, were all educated and trained to carry on. When, in 1893 Bernard Steele died he left behind a magnificent commercial monument to his memory.

MAX STEELE

THE great wholesale grocery establishment which stands so sturdily along many feet of the Chicago river front has grown from an unimposing retail grocery store at the Twelfth Street viaduct on Clark Street to the present enormous edifice houses the multiform activities which now comprise one of Chicago's—and the Middle West's—largest wholesale grocery establishments: the Steele-Wedeles Company. As in all great institutions, civic, educational or commercial, there had to be men to lay the foundations. The particular individuals who began the business which we are now discussing were two in number, namely, Max Steele and Isaac Wedeles, who were shortly after joined by Bernard Steele, the former's brother.



It was in the year of 1862 that the infant establishment came into being which was destined to attain to such a remarkable magnitude within the space of two-thirds of a century. From the humble retail grocery shop, selling candles and potatoes, apples and matches, to the Chicago housewives of the sixties to the present firm of importing and jobbing grocers with their products in almost every Chicago home lies a gap which has been bridged only by undeviating adherence to the highest business principles and the sternest standards of industrious application.

The little business carried on by the three partners grew so rapidly that it was soon necessary to obtain larger quarters; and so they removed to the corner of South Water and La Salle Streets. They then confined themselves to an exclusive jobbing business. In 1855 the business was incorporated under the present name of Steele-Wedeles Company and still later the firm removed to its present location at Dearborn Street and the river.

Max Steele, one of the two men who "set the ball rolling", was born in Fuchsstadt, Bavaria, near Wurzburg, Germany in 1834. After a preliminary education in the public schools Mr. Steele emigrated to America where he secured employment in the South. In 1862 he arrived in Chicago where he joined forces with Isaac Wedeles in the inception of the institution referred to above.

For over a quarter of a century Max Steele enjoyed the satisfaction of seeing his originally humble enterprise grow with phenomenal speed increasing in size and interest and flowering forth into a vast institution affecting the destinies of hundreds of people. It was during Mr. Steele's life time that the ground work was laid for the equally impressive development which the firm has enjoyed since his death in 1890.

After the death of Mr. Steele the business was carried on by his nephews, the sons of his brother, the late Bernard Steele. Henry B. Steele, the eldest son of Bernard, was succeeded on his death by his brother Samuel B., who continues in the capacity of head of the firm. Mr. Samuel Steele was thoroughly grounded in the elements of the business in which his uncle and father had preceded him. The many years training he secured as manager of the selling department and as buyer of imported fancy groceries have given him a keen insight into the intimate details of the business over which he presides, which, added to his fine ability as a salesman, has been no small factor in the extensive development of the concern.

To return to Max Steele: he was married in 1872, his wife being Miss Rose Wedeles, daughter of Leopold and Anna Wedeles. They are survived by Emma Steele, Hattie Steele, Mrs. A. L. Goodkind, formerly of Helena, Montana, Leo Steele, Henry Steele and Edward Steele. Mr. Steele was of the Jewish faith, holding membership in the Chicago Sinai Congregation. Despite the fact that he had never at any time held public office, he was keenly interested in the political affairs of the community. Among the legion of early commissary merchants the name of Max Steele survives.

ISAAC WEDELES

THE name of Isaac Wedeles is one of the triumvirate which stands back of the early development of that immense wholesale grocery establishment, the Steele-Wedeles Company, and one of the two associated with the inception of that firm. And although it is well over a quarter century since his death, the energetic and business-like efforts which he lent to the firm in its infancy are still manifest in the gigantic adult firm, if one may so call it.

He was born in Austria in 1824, the son of Sol and Rachel Wedeles. His early education was secured in the public schools and *gymnasiums* (as the analogue of the American high school is called in Teutonic countries) of Austria-Hungary. His first employment was as a teacher and later as a newspaper man, in the Hungarian language. He did not come to Chicago until he was about thirty-two years of age, when he arrived in this city, securing employment with Henry Horner, grandfather of the present judge, in the capacity of bookkeeper.

However, Isaac Wedeles was not the sort of man who would be long content to remain a salaried employee in a relatively unimportant position; and so, six years after his arrival in America, we find him setting up an establishment of his own in conjunction with Max Steele, forming the nucleus of the great Steele-Wedeles Company. Not that the vast institution of today would have been recognized in the diminutive retail grocery shop which these partners set up near the Twelfth Street viaduct on Clark Street. "Great oaks from little acorns grow," and the growth of this concern may be traced from the little retail store to the somewhat larger establishment at South Water and La Salle Streets and finally to the colossal warehouse at their present site at Dearborn Street and the river. When the two partners first started into business, and even after the admission of Bernard Steele into the firm, shortly after its inception, the firm name was Wedeles & Steele. However, after its incorporation in 1885, the name became Steele-Wedeles Company, as it is known to this day.

In 1872, Mr. Wedeles was married to Miss Julia Cassell of Maynz, Germany. They had no children. Mr. Wedeles, however, was connected with the Steele family through marital ties, being the brother-in-law of Bernard Steele, one of his two partners (Mr. Steele married Mr. Wedeles' sister, Sophie).

Mr. Wedeles' connection with the concern was terminated by his death in 1900, but among the names of the firm's executives, that of Wedeles remains prominent: Mr. E. L. Wedeles had joined his uncle's firm in 1871 and continues today as treasurer, in complete charge of the financial end of the business, including the credit and accounting departments. Another nephew, Sigmund, a brother of E. L., is vice-president of the firm. By early education and training these nephews of Isaac Wedeles were particularly well fitted for the exacting offices concomitant with conducting a gigantic wholesale firm of this sort. The fact that long after the deaths of the founders of the concern it has remained upon a sound financial basis is a tribute not only to the effectiveness of the early efforts of the originators of the concern, but also to their farsightedness in preparing their successors to carry on the good work after they had done.

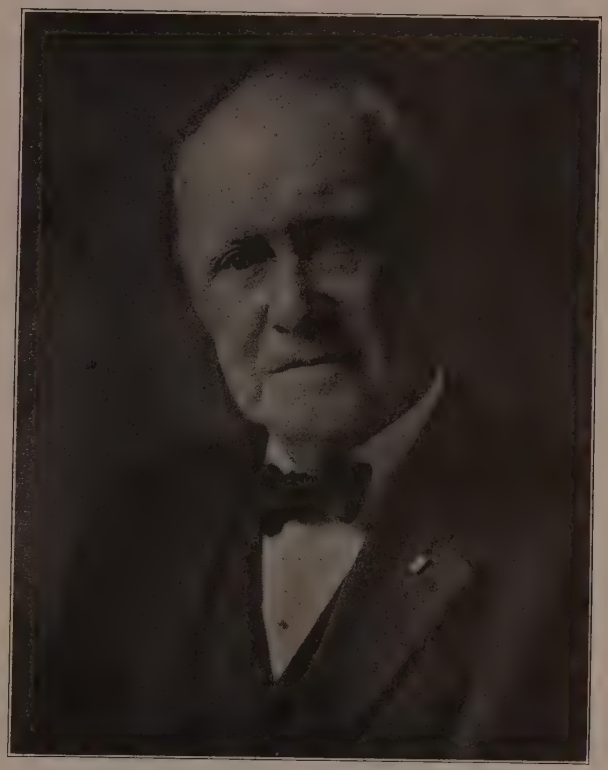
Mr. Wedeles was of the Jewish faith, belonging to the Sinai Congregation. Mr. Wedeles' income was devoted in no small part to charitable undertakings.

One of the interesting mementoes of Mr. Wedeles' life, now in the possession of the Steele-Wedeles Company, is a bill of sale dated August 5, 1862, and ceding to Isaac Wedeles and Max Steele the possession of all scales, knives, hatchets, measures and one black dog in the store at 551 South Clark Street. What humble beginnings our greatest institutions sometimes have! Among the prominent merchants of whom Chicago has to be proud the name of Isaac Wedeles will always loom significantly.

SAMUEL FAULKNER

BUSINESS and religious pioneer, Samuel Faulkner brought to Chicago Scotch tenacity and Yankee vigor and lived out his sturdy life here through many years that were perhaps the city's most colorful. His friendships were with the great builders of the city and they lasted until death cut the ties.

Samuel Faulkner was born October 19, 1828, in the little village of Debert in Londonderry Township, Nova Scotia, on the old family homestead awarded to his grandfather for services, performed by his great grandfather, as a general in King William's army at the Battle of Boyne in 1690. Samuel's father was born on a homestead in Medford, Massachusetts, and married Sarah Fletcher in 1813.



Samuel was one of twelve children. He with his brothers and sisters was brought up in the strict principles and traditions of his class and his day with a background of stern duty and unflinching honor. He received his education from the Scotch schoolteacher of the neighborhood and his copy books, still preserved by his family, are eloquent witnesses of the care and painstaking neatness of his school days. He developed in youth a memory that was truly marvelous. In later years he could repeat a sermon which he had heard when a boy delivered by the aged pastor of the Debert church. He is said to have repeated the sermon with remarkable accuracy despite the long span of years.

At eighteen young Faulkner made his way to Boston and entered the wholesale grocery business where he remained obtaining the groundwork of a business training that was to stand him in good stead when he answered the call of the West and came to Chicago in 1851. Bringing with him letters of recommendation from his Boston employers he began in the new city with the determination to win his share of the opportunities Chicago offered.

In remarkably short time he was made a junior partner in the firm of Satterlee, Cook & Co. one of the city's largest and best known wholesale grocery companies before the great fire. Frederick Fischer, later of the firm of Reid, Murdoch & Fischer, was one of his associates in the business, the name of which was soon changed to Satterlee, Wells & Faulkner, and later to Wells & Faulkner.

In 1877 Mr. Faulkner became the Chicago representative of the Proctor and Gamble soap company, a position which he retained for twenty years.

During his entire life in Chicago Mr. Faulkner was in close touch with life on South Water street—that busy mart that has become a fine boulevard along the south and east shores of the river. In his years of business activity Mr. Faulkner was closely associated with men such as Marshall Field, Levi Z. Leiter, the Gould brothers, the Spragues, the Farwells, the Durands, the Rumseys, and Marvin Hughitt.

Mr. Faulkner was married in 1857 to Cornelia E. Smith. They began housekeeping at State and Van Buren streets, later moving to Oakwood Boulevard and Ellis Avenue and finally to 4746 Dorchester Avenue next to the Faulkner school. Eleven children were born to the Faulkners: Emma Louisa (Mrs. William Rogers Chapman), Sanford Worthington (died 1888), Lucretia Bishop (Mrs. Frank L. Perry), Sarah Fletcher (Mrs. Lucian H. Chandler), Cornelia E. (died 1876), Elizabeth (principal of the Faulkner school), Harriet Eliza (Mrs. Frank R. Bissell), Josephine C. (died in infancy), Susanne Roberts (Mrs. Charles S. Reed), Georgene (associate principal Faulkner school), Anne Shaw (Mrs. Marx E. Oberndorfer). Mrs. Faulkner lived to celebrate with her husband their sixty-first anniversary. Mr. Faulkner died Christmas eve, 1919. Connected with the First Presbyterian Church for over sixty years, Mr. Faulkner served as elder for forty years.

LOUIS RUECKHEIM

A MAN who loved the outdoors, who found the keenest delight with his family at home, who moved genially through a large circle of friends infecting all with his cheerful good humor, and a true lover of music, Louis Rueckheim was also an astute and successful director of a large business. Cramped by the limitations placed upon life in the old country, he came to America and flowered to a fullness of personality that enriched not only himself but also all those who came in contact with him, whether in business or in social intercourse. Louis Rueckheim was one man of whom all who knew him said, he is a man who is a friend to be relied upon.

Louis Rueckheim was born in Japenzin, Germany, Sept. 30, 1849, the son of John and Maria Zander Rueckheim. His father was a tailor and he lived the usual life of the German boy, attending the public schools, hearing vaguely of the "land of opportunity" across the ocean and finally when the time came, serving out his time in the army. He served from 1868 to 1871, experiencing active campaigning in the Franco-Prussian War.

More adventure than he expected, was to be his immediate reward for the journey. He arrived in Chicago October 9, 1871, the day of the great Chicago fire. For hours he was to see the city of his dreams leaping up in flames and vanishing in black smoke. But though the conflagration consumed the homes, and very sustenance of thousands of old time Chicagoans, it left the newcomer a refuge. For he had arranged to make his first base of operations in the new land with an uncle who owned a farm in Englewood.

There he made his home for four months, meeting people the while and investigating business opportunities and waiting his time. All those who met him, remembered him for his genial good humor and his delightful stories of the war. And by the dawn of 1872 he and his brother found the opportunity they sought. They established themselves in the popcorn manufacturing business, and in that business Louis Rueckheim remained to the end of his life, making ton upon ton of crisp, crackling confections to delight the taste of literally millions of youngsters, the country over and in the far corners of the earth. Louis Rueckheim's business career was the career of a man with determination. At the time of his death he was Vice-President of the Cracker Jack Company.

On November 29, 1877, six years after he landed in Chicago, Louis Rueckheim was married to Margaret Hangartner, daughter of Conrad and Ursula Engler Hangartner. The Rueckheims had two sons, Arnold and Herbert both of whom died, and three daughters, Estelle (Mrs. F. P. Warren), Florence (Mrs. R. T. White) and Lillian. The Rueckheim home at 618 Sheridan Square, Evanston, and the Rueckheim "place" in Lakeside, Mich., were both famous for their wholehearted hospitality.

Mr. Rueckheim was a member of the Chicago Historical Society and a life member of the Chicago Art Institute. His love of music, and his desire to help his fellow human beings to a more happy life, both found expression in his support as a subscriber and guarantor of the Chicago Civic Opera. He was a member of the Illinois Manufacturers Association.

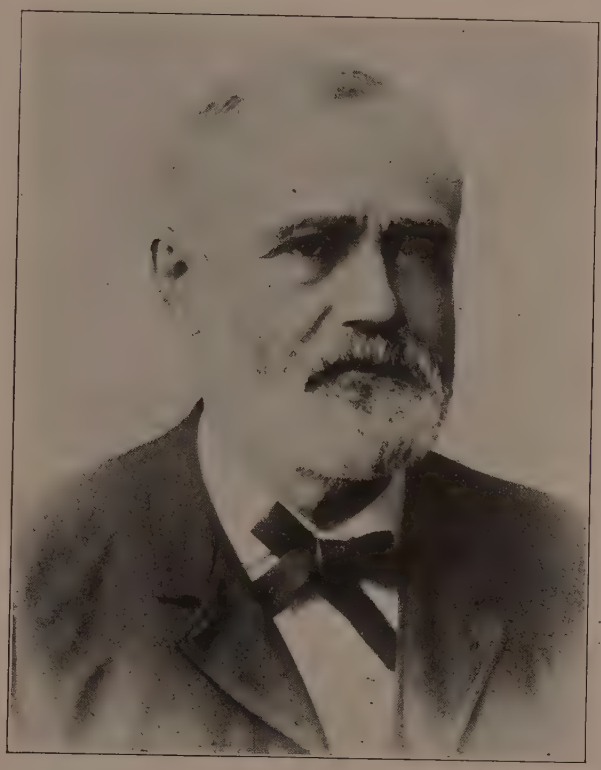
A man of rare personal charm, he found delight himself and gave delight to others in his club life. He was a member of the South Shore Country, Diana Hunting, Chickaming Country, and Illinois Athletic clubs.

Leader of an adventurous life Mr. Rueckheim loved adventure books and stories of outdoor sports. Fishing, hunting and horseback riding were his favorite recreations. He was a Methodist in faith and a republican in politics. He died Oct. 15, 1927.

Life was worth the living for a great many Chicagoans because Louis Ruckheim was a Chicagoan.

WILLIAM JOSEPH QUAN

CHICAGO business man that he was, and one of the most modest, the life of William Joseph Quan illustrates nevertheless the trend of things in this country at a most critical time in her history. He was born in Carrick Beg, County Waterford, Ireland, May 14, 1826, the son of James Quan, a meat packer and grocer. The Quans had been in the provision business for generations. Educated in Carrick Suir, across the river from his home, in the year 1844 he followed "the long, long way" to America. Landing in New York, he came by way of the Erie Canal and the Ohio river to St. Louis, Missouri, where he entered the wholesale grocery house of Thomas Ryan as bookkeeper. In 1852 he married a cousin of his employer, Miss Alice Fitzgerald.



These were the days of struggle for commercial supremacy between the cities of the Middle West, and also the time of decision as to whether or not a division of this country into "North" and "South" was to take place. In 1853 Mr. Quan left St. Louis, where southern sentiment was rife, and went to Galena, Illinois, then a rival of Chicago, both on account of its lead mines, and as the terminus of the Galena and Chicago Union railroad. Here he founded a wholesale grocery business of his own, under the firm name of Klingel & Quan, added a packing establishment to it, and continued in business until 1865.

By that time, the increasing number of railroads entering Chicago and her shipping facilities by way of the lakes had enabled her to out-distance her rivals, and Mr. Quan, ever a close student of economic conditions, removed his business thither, continuing in the wholesale grocery line at 33 South Water Street. Those were the great days in the wholesale grocery trade, when shipment was by carload or boatload to distant points and the building up of the great West depended upon the agility of the "traveling man" and the reliability of the house behind him. It is impossible to overestimate the influence of a house known for its integrity as was that of W. J. Quan in thus reaching out to the little towns of the West and South and connecting them with the metropolis by fair and undiscriminating service.

Mr. Quan continued his business in Chicago all through the reconstruction period following the Civil War, when in 1871, the great Chicago Fire occurred and apparently wiped it out of existence. Receiving his insurance in full, however, he was able to continue without interruption, and thus was one of the representative merchants who helped to maintain the city's standing during that time of trial. In later years the house stood on the west side of River Street, north of Lake, and Mr. Quan, remained at its head until his death, September 17, 1906.

Strongly philanthropic by nature, and deeply interested in education, Mr. Quan was widely read, especially in the fields of travel and biography, acquiring a knowledge of nearly every country on the globe and a broad and sympathetic outlook. His favorite poet was Burns and his favorite novelist that other friend of mankind, Charles Dickens. It will be remembered that the earlier works of Dickens were issued in serial form, and as a lad he recalled standing in a line two blocks long waiting for the latest installment of the works of Charles Dickens, then appearing serially.

Another circumstance illustrating the difference between his time and ours, was perhaps the saddest and yet the most cherished of his life. He was a great admirer of Abraham Lincoln. In the year 1865, when Mr. Quan was in New York about to sail with his family for Europe, they received with grief the news of the death of the President by an assassin's hand. There was as yet no Atlantic cable, and it fell to the lot of the vessel upon which Mr. Quan and his family sailed to carry the first word of America's great tragedy to the old world.

HENRY HORNER

IF HENRY HORNER could come back to Chicago today, fifty years after his death, he would view, not without pardonable pride, the imposing result of an industry which he himself had started. For Henry Horner is the man who established the oldest wholesale grocery house in Chicago.

Born in a town named Ckyn, Bohemia, near the German border, on December 29, 1818, the son of farmer parents, he came to the United States in 1842, settling in Chicago. Here he started in the grocery business at the northwest corner of Randolph and Canal streets. At that time the farmers brought their produce from the country in exchange for groceries, this constituting the main business of that period. In 1861 he moved his grocery store to 267 South Water Street, at the same time establishing a bank at the southeast corner of Randolph and La Salle Streets. Came the fire of 1871, and both of his business houses as well as his residence at Jackson Boulevard and Wabash Avenue were burned to the ground.

No whit discouraged by these losses, he started business in his own building at 78 West Randolph Street—a business which has grown to gigantic proportions. But it was not unaided that Henry Horner ("Uncle Henry" as he was called by his business associates on the Chicago Board of Trade, of which he was a charter member) rose to importance. In 1849, he had married Hannah Dernburg, who was born at Dieberg, Hessen-Darmstadt, Germany, on January 17, 1830, by whom he had eleven children: Dilah Horner Levy, Joseph Horner, Isaac Horner, Angel Horner, Mrs. Simon (Minnie) Yondorf, Charles Horner, Dora (Mrs. August) Yondorf, Maurice L. Horner, Henry Horner, Albert Horner, and Mrs. Eli M. (Mattie) Straus. Both Henry Horner and his wife were residents of Chicago up to the time of their respective deaths. The former died in 1878, leaving a dual responsibility to his wife, that of rearing her minor children and of carrying on a business destined to advance to the very forefront of Chicago's mercantile enterprises. But Hannah Horner possessed to a rare degree the qualities of courage, energy and resourcefulness. The business of Henry Horner and Company, founded in the early forties, continued its rapid growth under her forceful administration, eventually occupying the entire half block on Randolph Street between Clinton and Jefferson Streets. At the time of her death in 1902, it was one of the most desirable business enterprises in Chicago.

During the decade from 1902 to 1912 it was conducted by her sons; at the latter date it was reorganized and incorporated as one of the leading wholesale grocery houses in the west. In July, 1921, Henry Horner & Company, Durand & Kasper, and McNeil, Higgins Company merged under the corporate name of Durand, McNeil, Horner Company, which today occupies a leading position among wholesale grocery establishments in America.

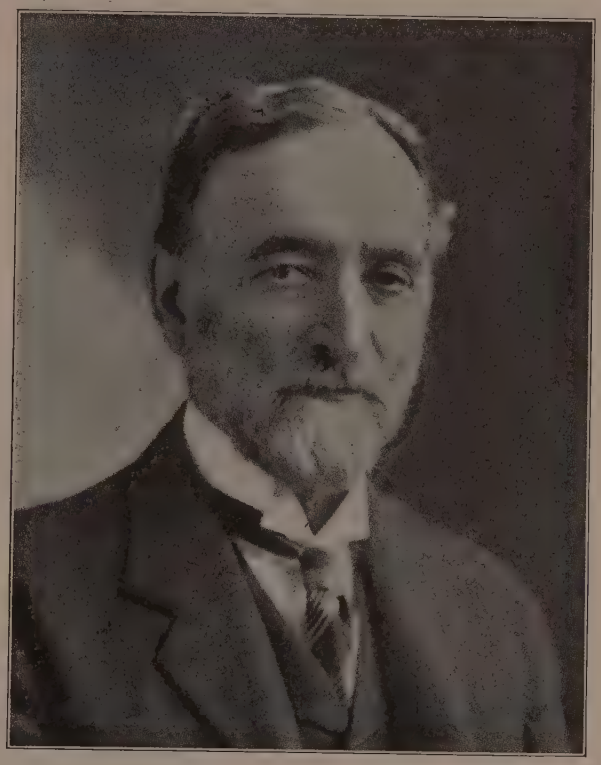
Henry Horner was active in the Chicago Real Estate market. After the fire of 1871, however, he was forced to sell his extensive real estate holdings in order to pay his creditors in full. During the great conflagration Mr. Horner actually imperilled his life to save his beloved library.

Behind them Henry and Hannah Horner leave a great and growing business and the memory of an important work well done. More than this they have endowed the city of their adoption; for in the third generation of these pioneers are Henry Horner, namesake of the founder of the family, Probate judge of Cook County since 1914, and four times re-elected to that important office; Milton S. Yondorf, Maurice L. Horner, Jr. (who is now President of the Durand McNeil Horner Company), Henry Horner Straus, and Robert E. Straus. Henry Horner's name lives on in his business, his reputation, and his grandchildren.

W. F. Mc LAUGHLIN

Of Chicago's early successful men of affairs, W. F. McLaughlin, founder and owner of the widely known coffee firm of W. F. McLaughlin & Company, is one of whom she is justly proud.

Mr. McLaughlin was born October 4, 1827, at the family home, Clonnybacon House, Queens County, Ireland, the second son of Peter and Anna McLaughlin. His early education was pursued at the local school; later he entered Carlow College. Realizing that with his ambitious spirit he could never enjoy the easy-going Irish country life, he came to America when he was twenty-three years old, going directly to Chicago, where he obtained his first and only situation in the retail grocery store of J. M. Arnold. After remaining just long enough to learn something of American customs and business methods, he started his own business at the corner of State and Madison Streets.



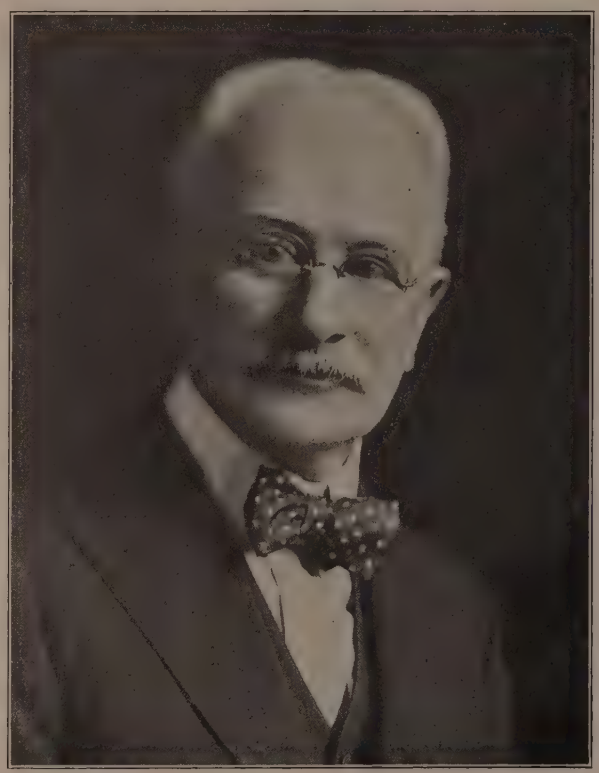
He was married in 1854 to Miss Mary, daughter of Michael and Ellen Armstrong, an important and fortunate act in his life, to which may be attributed a large proportion of his subsequent success. Eight years later, when his health failed and doctors told him that he had not much longer to live, his indomitable courage would not allow him to accept such a doom and he went immediately to Europe where he consulted physicians in whom he had more faith. His condence was justified. After a few months of treatment abroad he returned to America, spending the first year in travel and investigation and later entering business again by founding the wholesale coffee house of W. F. McLaughlin & Company, to which he devoted the remainder of his long, successful, and honorable life. When he died on February 1, 1905, he left his widow, three sons, and four daughters: George D., Robert, Frederic, Mary, Anna, a religious of the Order of the Sacred Heart, Mrs. Martin D. Hardin, and Mrs. Charles A. Mair.

The career of Mr. McLaughlin was unusual. His first real estate investment was at 103 Adams Street, where he made his home for many years. His second investment was at the corner of Eldridge Court and State Street, where, with little capital and less trade, few acquaintances and no assistance, his small business grew to be the second largest firm of its kind in the world, with mills and warehouses in Chicago, and branches in the principal coffee-growing countries. And, what is more spectacular, is the fact during all this growth, throughout all its struggles, its credit was always the highest and its owner's word and record without a flaw.

It is this latter record —the highly honorable manner in which he achieved his success— that is the pride of his family, rather than the financial attainment. For example, though not a prohibitionist, Mr. McLaughlin was opposed to the use of alcoholic drinks, and during those difficult years after the great fire when a little more or less money was of vital importance, he let property which he owned lie idle rather than lease it to be used in the liquor trade. He was possessed of a mighty courage and an indomitable will, and was especially distinguished because of his high-minded conception of a man's duty in both his domestic and his business life, and the manner in which he held with unswerving allegiance to his principles. Although he was desirous of peace, when once forced into a business fight, he was known never to use for peace nor to give an opponent cause to rejoice. He was capable of measuring accurately his rights and was able to maintain them. Even when failure loomed very near, he showed never the slightest signs of perturbation. The Chicago fire wiped out more than half of his capital, but he set earnestly to work and rebuilt his injured fortune. His business still occupies its leading position in the coffee industry, and is conducted according to his original policies by his two sons, George and Frederic.

THOMAS WILSON ALGEO

THOMAS WILSON ALGEO is one of these men who might step right from between the covers of a success novel—except that he is, as the saying goes "too real to be true". In novels of today—be they success stories or not—the "probability" must be high and the steady work, the unwaning ambition, the good will towards others, and the real rewards that are Thomas W. Algeo's would brand him as unreal if he were in fiction. But as the case is, he is real and the man himself stands as indubitable proof for the skeptical.



And like most men whose position of prosperity is due to their own work and their own ability, Mr. Algeo is modest about his achievements. "There is nothing unusual in my life. It is just an ordinary life," he would say and smile.

But the facts are that Thomas W. Algeo went to work when he was 9 years old, outside of school, and kept at work until he won the place in Chicago's industrial scheme that is his. If that were not unusual, all of Chicago would be directing industry and nobody would be on hand to fill lesser roles.

Thomas Wilson Algeo was born in New York City, September 11, 1847, the son of James and Eliza Algeo. His father was a grocer and Thomas grew up in the atmosphere that is immortalized in "East Side, West Side, All Around the Town". But it was not an atmosphere of all play—not by any means.

Thomas started at the public grammar schools of New York and after three years of primary work found that it became necessary to swell the family income. His legs were getting sturdier and longer and he put them to work entering the employ of his own father in his grocery store, thus increasing the income by increasing the efficiency of the family business institution. He continued his public school studies and completed his preparatory work at the New York Free Academy now the College of the City of New York. His first "regular job" was in an office in Williams Street, New York, at $3 a week. From the very first time that Thomas Algeo came in contact with business he was won by the romance of figures in neat columns in great books that told which way the wind was blowing in the business. Credit and accounting were his youthful ambition and they formed the rungs in the ladder that was to take him to success.

Thomas Algeo was thirty-five years old and well on the road to success when he came to Chicago in September of 1882. His first position was with the Plume & Atwood manufacturing company in Lake Street. From there he went to Thomson, Taylor, Spice company in South Water street.

The romance of figures in columns was still with Mr. Algeo and here were the tastes and needs of a great city reflected in the ledger books. There must be a thrill in sitting behind these books and recording the progress of business in a city like Chicago, or in supervising the men who enter the figures. And Thomas W. Algeo must have felt it. For the years of his career have brought him to high position. He is secretary-treasurer and a director of the Thomson Taylor company, the Warfield Chocolate company and the Sterling Glass company.

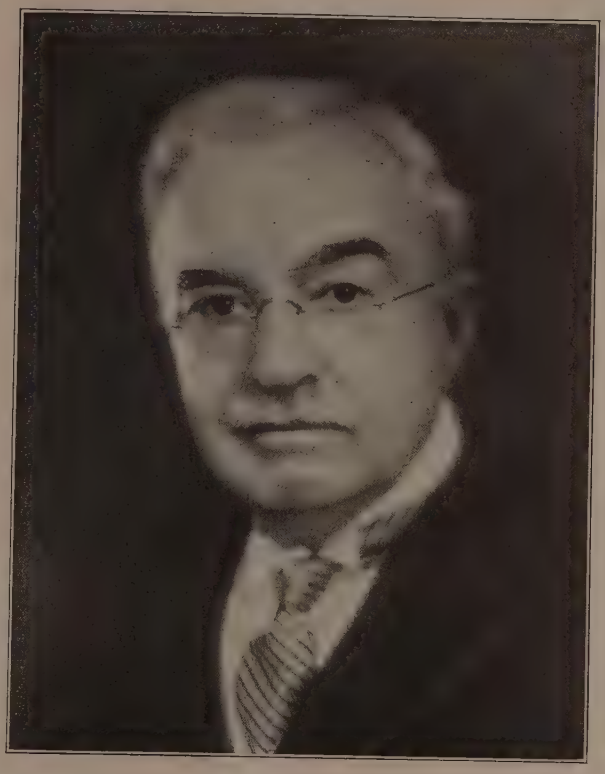
Mr. Algeo was married April 17, 1876, to Mary Olive Williams, daughter of Benjamin and Phoebe Williams. The Algeos have three children, Herbert Edgar, Mary Seeley and Harold Leigh.

Mr. Algeo is a reader of current fiction and a man whose hobbies are "too numerous to mention". His favorite recreation, however, is fishing. He is a Presbyterian in church affiliation and a Democrat in politics. He is a member of the Chicago Athletic association, a Mason, an Odd Fellow and a Knight of Pythias.

Men such as Thomas Wilson Algeo make little fuss about what they have done or are doing, but the wheels of a city's industry are turned by such as they.

JOHN FARIS JELKE

JOHN FARIS JELKE, the son of Ferdinand and Louisa Faris Jelke, was born in Cincinnati, Ohio, February 6, 1856. One of five surviving children, he was the only one who did not attend college but elected, after graduating from high school at the age of seventeen, to enter the commission and produce business conducted by his father. Because of his hard work and early manifestations of business ability, he shortly afterwards became a partner in this business, which was founded in 1872, and continued under the name of F. Jelke & Son for half a century.



Due to business connections, Mr. Jelke became interested in Braun & Fitts of Chicago, who were one of the early pioneers in the manufacture of Oleomargarine in America. In 1889 Mr. Jelke moved his family to Chicago and became actively associated as Secretary of Braun & Fitts which was incorporated that year.

Mr. Jelke's ancestors fought in the Crusades and were, as a reward, granted a Coat of Arms and tracts of land in the vicinity of Nordhausen, Germany, where they had resided since about the Fifteenth Century until Mr. Jelke's grandfather, John Henry Jelke, settled in Cincinnati in 1840.

His Chicago career for years was one of those industrious lives that the public hears little about, but which in themselves are of convincing value to the business with which they are connected. In 1907, eighteen years after Mr. Jelke had come as secretary to Braun & Fitts, the corporation name was changed to the John F. Jelke Company and Chicago realized that it had a new big business magnate. Mr. Jelke is now chairman of the board of directors of that company and chairman of the board also of the George P. Braun company. The firm bearing his name is the largest corporation of its kind in the United States.

Mr. Jelke was married to Louanna Frazier at Charleston, Ill., April 24, 1879, ten years before his coming to Chicago. His wife has been a most helpful partner in his climb to leadership in his chosen field. The Jelkes have two sons, Ferdinand Frazier and John Faris Jelke, Jr.

Mr. Jelke has always been counted among those industrial leaders of Chicago who are willing to give of their time and money for the city's cultural advancement. Robbed by the necessity of early application to business, of the opportunity to study art in youth, he has been an eager backer of artistic projects in Chicago. He is a member of the Art Institute and the Field Museum.

Mr. Jelke is an ardent devotee of the out of doors. He likes automobile touring of this country and his great dairy farm near Dundee on the beautiful Fox River, was famous the country over, for its beauty and cleanliness as well as efficiency.

He is a man of personal loyalties and in his business may be found many men who have been with him for almost half a century.

The business in which Mr. Jelke has spent so many years of his life is but little appreciated by the public. His task has been to combine more economically the elements which are contained in creamery butter, and furnish to the people a product as pleasant to the taste and as useful in nourishing the body as that made from cream.

The clamor of powerfully organized competing dairy interests has resulted in the government placing a heavy financial handicap on oleomargarine, but in spite of that Mr. Jelke has succeeded in making available to poor families an article of food without which their tables would be scantily supplied indeed.

In his chosen line he has performed a notable service to the man who can ill afford—or who cannot afford at all—to pay the price of creamery butter.

Mr. Jelke is a Presbyterian. He is a member of the Union League club and the Glen View Country club. The Jelke residence is at 3400 Sheridan road.

JOHN V. FARWELL

THE EARLIEST Farwell, Richard of Yorkshire, might have married, in 1280, the heiress of Elias de Rillertone; the earliest American Farwells might have been prominent in the religious, military and civic affairs of New England, but this family record profited John V. Farwell little when he arrived, a lad of twenty, penniless, in Chicago, having worked his way up from his father's farm in Ogle county, Ill., as one of the freight hands in charge of a cargo of wheat.

If there is anything in heredity, however, this pioneer merchant was well equipped for his battle with life. He had had the sturdy bringing up of a farm boy, and his character, through the religious training imparted by his mother, was already formed.

Mr. Farwell was born July 29, 1825, at Campbelltown, Steuben county, N. Y. His parents, Henry and Nancy Jackson Farwell, removed in 1838 to Illinois. Here John attended the Mount Morris seminary, applying himself to his studies, especially in the commercial branches, with a devotion such as few young men have ever shown.

Self reliant, and with a firm belief in his destiny, he came to Chicago and found employment in the city clerk's office at a salary of $12 a month. He had, in addition, the privilege of reporting the proceedings of the city council at $2 a meeting, but so conscientious and painfully true to fact were these reports that the embarrassed aldermen saw fit to separate him from his job.

Mr. Farwell then entered the employ of Hamilton & White, dry-goods merchants, as a bookkeeper, his pay being $8 a month. Half of this amount he donated scrupulously to the Methodist church of which he was a member, and to which he remained a generous contributor throughout his life.

At the expiration of a year he found a larger opportunity with Hamlin & Day, another dry-goods firm. Here he made such rapid progress as to attract the attention of Wadsworth & Phelps, who bid for his services, baiting their offer with the attractive salary of $600 a year. Rapid promotions followed and in 1850, Mr. Farwell was made a partner in the firm, the name of which had been changed to Cooley, Wadsworth & Co.

Ten years later it was to be known as Cooley, Farwell & Co. Soon afterwards, Marshall Field and Levi Z. Leiter, who were then just at the threshold of their careers, were taken into partnership, and the firm became Farwell, Field & Co. The next change came in 1865, Field and Leiter dropping out, and the house being known as J. V. Farwell & Co. It was in this firm, however, that Field and Leiter, as well as H. H. Higinbotham, received their early training.

Aside from his business interests, Mr. Farwell was known as a generous patron of every worthy institution and cause. The Y. M. C. A. owes much of its success and prosperity to his liberality. In Mr. Farwell Dwight L. Moody found one of his ablest lieutenants when in 1856 he conceived the idea of the Illinois Street mission for the reclaiming of street waifs and children who had no home.

The same unselfish spirit was in evidence during the civil war, when Mr. Farwell was active in recruiting the Board of Trade regiment and raising $40,000 for its equipment. He was prominent also in the work of the Sanitary and Christian commissions in their labors among the sick and wounded.

His integrity was convincingly shown at the time of the great fire of 1871. Though his own firm was one of the heaviest losers, he denounced any equivocation and announced firmly that "every man must pay to the full extent of his means and begin anew the work of making Chicago the commercial and financial center of the Northwest."

In 1891 Mr. Farwell retired from active business. His three sons were executives of the vast firm he had built up—the John V. Farwell company.

CHARLES TOBEY

CHARLES TOBEY came to Chicago when he was 24, with an old fashioned New England village education and a fair "job". When he died 33 years later, he was head of a great merchandising enterprise, and a leading man of the city which had been comparatively the village he came to.

Charles Tobey was born in Dennis, Massachusetts, Sept. 10, 1831, the son of Jonathan Howes Tobey and Rachel Bassett Tobey. He was a descendant of Elder Brewster and also of Thomas Tobey who settled in Massachusetts about 1637 and was given the farm where Charles was born for his services in King Phillip's war. Seth Tobey, great grandfather of Charles had fought as an officer in the Revolutionary war.

A hard standard to live up to, indeed, but young Tobey toed the mark. Equipped with knowledge of life gained on his father's farm and what he could glean from the village school, Charles set out for Boston, got a place with a Boston Furniture company at the handsome salary of $5 a week and made good. Indeed, by 1855 Tobey was made Chicago representative of the firm. At twenty-four the young man made the journey West, found a bustle and growth at the foot of Lake Michigan that he had never dreamed existed, and immediately set about his business.

The following spring Charles Tobey cast his lot with the young city. He had seen the far reaching interests of Chicago, had seen the works of great enterprise going up on every hand, had heard in the jangle of the city a glorious promise. So he cut loose from his Eastern concern and set up a furniture business of his own. Any Chicagoan knows how the enterprise flourished how "Tobey's" became the server of the elite, the house of fine furniture, the furnisher of the exclusive homes.

The affairs of Charles Tobey prospered. His business withstood the shock of the fire and his interests broadened to include finance. He was a director of the old Fourth National Bank and bought stock of the First National Bank shortly after its organization.

With the affairs of the Tobey Furniture company flourishing its president could turn to some of the luxurious niceties of life that had been denied the New England farm boy.

On February 17, 1868, Mr. Tobey had been married to Fannie Van Arman, daughter of John Van Arman. Two years later the couple made an adventure of seeing Europe. They spent the summer there and enjoyed perhaps the delight the more because their travels had been long delayed.

But perhaps the real ambition of Charles Tobey's life had been to help the little New England village where his ancestors had made American history. As soon as his business and money allowed him he set about helping to make a summer resort out of the village that had schooled him and that had remembered so well the earlier Tobeys. At this time he built the Nobscusett Hotel and cottages at Dennis, a move most helpful to Dennis' welfare. It was Charles Tobey's interest in the origins of American history that revived in no small measure the interest of his own civilization in that of its predecessor.

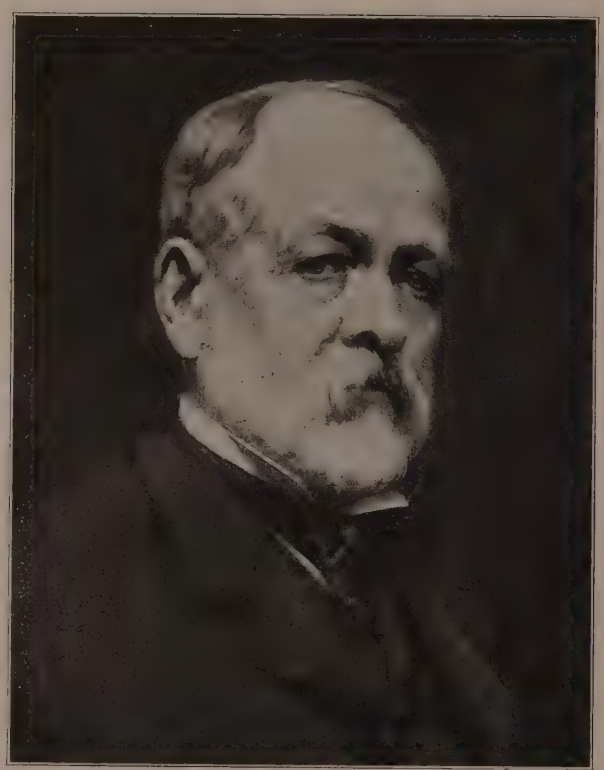
Charles Tobey was a member of the Union League Club. He was a man of quiet force, of great ability, and of pleasing personality in society and in the affairs of the business world. His tall handsome figure was profoundly missed after his death Sept. 26, 1888.

The names of Chicago's enterprises are replete with romance. Great establishments recall the men who undertook the founding of them when Chicago was little more than a cross roads. Few names, however, recall more romantic incidents than does that of Charles Tobey.

C. B. FARWELL

MASTER FARWELL looked over the city and began his search for a foothold. George Davis, Clerk of Cook county, needed an assistant. Charles Farwell got the "job." Davis became ill. Mr. Farwell stepped in and did all the work concerned with opening the Cook County Commissioner's court. When Davis returned to work he stepped back to his position as assistant with never a complaint.

That is a revealing sample of the "nerve" with which Charles B. Farwell faced the emergencies of life and came out victorious. By 1845 he was turning his attention to real estate—he had bought land on Jefferson street where Crane Brothers rose later. In 1846 he left the county clerk's office having received $200 plus board for a year's work.



He worked for $400 a year in the real estate office of J. B. F. Russell until 1849 when he entered the banking house of George Smith as a teller. His interest in politics, however, soon became active, and he was elected County Clerk in 1853 and re-elected in 1857. Four years later he retired, devoting his energy to management of his properties which were becoming extensive. In 1864 he joined his brother John V. Farwell in the mercantile business to which he devoted all his time outside of his state duties, for the remainder of his life.

Space does not permit of detailed treatment of his distinguished years in Congress and in Washington society. The Middle West was perfectly represented by him. He was a member of the State Board of Equalization in 1867; Chairman of the Board of Supervisors of Cook county the next year; National Bank examiner in 1869; elected to Congress in 1870, re-elected in 1872; defeated in 1874, after a contested vote; in 1880 he served the first of three terms again in Congress. He was made senator in 1887 to fill the term of Gen. Logan. Mr. Farwell was chairman of the Republican State Central Committee for years.

On Oct. 11, 1852, Mr. Farwell married Mary E. Smith of South Williamstown, Mass. He had nine children. He died Sept. 23, 1903.

It was a habit with writers while Charles B. Farwell was alive to refer to him as the outstanding Chicago example of "from farm to fortune." But those who knew him well, those who thought deeply, and those whom history has helped to realize what Charles B. Farwell meant to the Chicago of his day, have seen a much deeper and much more impressive story in the life of that outstanding legislator, civic leader and business pioneer.

True, in the physical matters of life Sen. Farwell presented a life story that would make Mr. Henty jealous. But in affairs of state craft, of civic thought, and intellectual leadership of social distinction, and culture Mr. Farwell achieved as great a success as in the establishment of his mercantile business.

He was one of the great men who rose, with the Chicago of his time, to great heights from lowly beginnings.

Charles B. Farwell was born July 1, 1823, in the little Steuben county village of Painted Post, New York. His early education was received at the Elmira academy. When he was fifteen years old, he came with his father into the "land of promise"—the Illinois Prairies.

The exaction of labor in taming the prairie country into the fertile "bread basket" of today must have taxed the strength and enthusiasm of any 15-year-old boy, but Charles Farwell looked for still new fields to conquer. His farm chores done, he went out surveying, learned the science and practiced it. And like many a lad before and after him, Charles Farwell turned his eyes to Chicago.

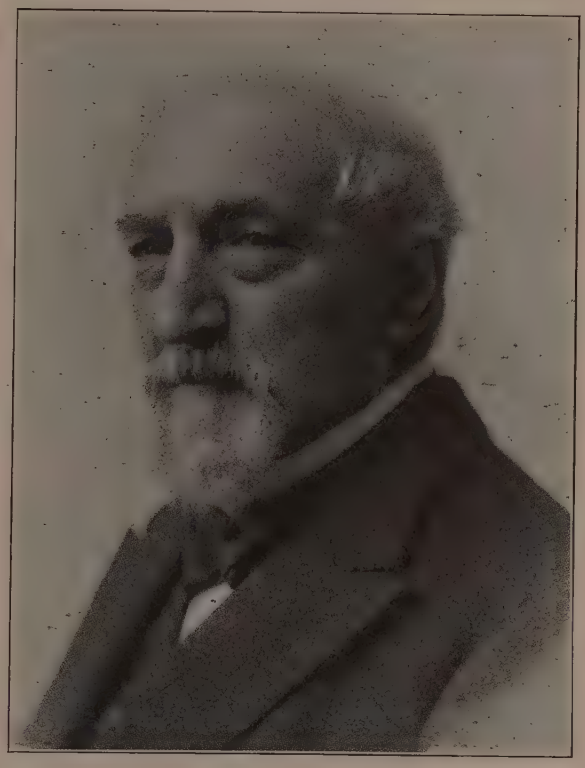
In January 1884 Charles B. Farwell came to Chicago to seek his fortune—how successful that search was is an important item in Chicago history. His assets then were fifty cents. When he died he was a merchant prince.

JOHN K. HARMON

AMONG the pioneer merchants of Chicago, of the same time and the same class as Marshall Field, Levi Z. Leiter, Charles Gossage and Potter Palmer, was the late John K. Harmon.

Born in 1835, on the border between Germany and Holland, he was only eleven years of age when his family came to America, and he made Chicago his destination.

His first employment was with the dry goods house of Cooley, Wadsworth and Company. One of his fellow clerks was John V. Farwell, also destined to be one of the mighty builders of Chicago. Cooley, Wadsworth and Company in 1852 was the largest dry goods firm in the city, occupying a three-story building thirty by one hundred and fifty feet in dimensions, and handling $100,000 worth of merchandise in a year.



These energetic young men soon made reputations for themselves, and were taken into partnership, the firm becoming Farwell, Cooley and Company. Mr. Harmon later became a partner of John V. Farwell and Marshall Field under the firm name of Farwell, Field and Company. At a later period the firm name was again changed, and the firm of J. V. Farwell and Company was incorporated, with John K. Harmon its first vice-president.

As a business man Mr. Harmon combined inexhaustible energy with a business judgment seldom equalled. This is shown, not only by the character of men with whom he became associated almost immediately after his arrival in Chicago, but in the success which crowned his every endeavor in the business world. He was most successful in securing business for his firm at all times, but especially when there was a financial storm raging, his self possession, his unerring judgment of what was wise and what to be avoided, and his tenacity in holding to whatever course had been chosen, made him a mighty force in the city's business life.

Mr. Harmon retired from active participation in the company's affairs in 1894, but so long as he lived the firm continued to ask his advice whenever an important decision was to be reached.

On his retirement from active management of the firm in Chicago, Mr. Harmon turned his attention to a large mining property in which he had invested in Calaveras County, California. This venture prospered, as did all others which his judgment led him to enter, and at his death he left a very large fortune.

At the close of the Civil War he married Miss Catherine E. Letz, daughter of Mr. and Mrs. Frederick Letz. Mr. Letz was a real pioneer and came to Chicago about the time it was chartered as a city. He was the founder of the Chicago Iron Works, which later grew into one of the great industries of the Middle States.

The Harmon children were Frederick H., Albert C., and the Misses Mel M., afterward Mrs. Charles Loughridge, of Denver; Catherine A., later Mrs. William D. McIlvaine; and Lydia, the late Mrs. Charles Hess.

Personally, John K. Harmon was a quiet man, never attracting attention to himself if he could avoid it. But under cover of his silence and reserve was an unsuspected strength. His words were few and quietly spoken, but carried the weight of a powerful personality.

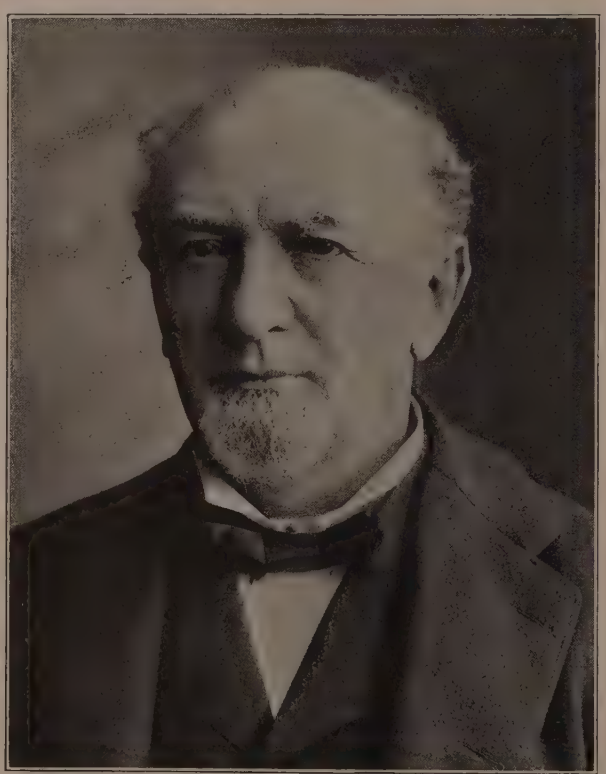
Few except his closest friends realized it, but Mr. Harmon was one of the most widely informed men of his day. A charter member of the Union League Club, he was a frequent visitor there and at Newberry Library, where he studied deeply.

Mr. Harmon's charities were broad, but the most favored were Chicago Commons and the Chicago Theological Seminary.

He was a devoted member of the First Congregational church, while he resided at 74 Center Avenue, and of the New England church after 1889 when he removed to the North Side. His death occurred April 23, 1921.

DAVID FISH

DAVID FISH was one of that old guard of hardy pioneers who saw the future written bright over the destiny of a little village in the mud of the Illinois Prairie and Lake Michigan swamp, gambled all on the vision, backed up the gamble with hard work, and prospered and grew as the village grew. He is one of the founders of the city's life; one of those who built an institution that his sons should carry on from generation to generation.



David Fish, pioneer merchant of the Middle West was born in Merchingen (Baden) Germany, in 1833, the year of Chicago's inception as a village, the son of a farmer. His mother Barbara Koch, supplimented as only a mother can, what her son could get in the public schools of the day and David, an ambitious young man, soon arrived on the Chicago business map as a clerk in a grocery store at the magnificent remuneration of $3 a week.

Who can tell the struggles, the heart breaking losses, the seeming defeats that were lived through by those men who founded institutions that seem to us of a later day to be as permanent as the very shores of the Lake they are founded on. David Fish was a comer. He received his jolts along with the rest who did great work in the early days of their lives and the early days of the city. And he received in the end an ample repayment for the battle well fought.

By 1854, we have the $3-a-week clerk well enough fixed to marry Lotta, the daughter of Leopold Beck, which means something, both in the way of grit and in the way of business shrewdness.

So the struggle for pre-eminence continued and as David Fish worked in his store, year after year, a family came one after another to join him. Simon, Sigmund, Jacob, Millie, Alex, and Isaac, finally completed the Fish household. Their father now was quite prosperous, but still was dreaming of crossing again as a man of means, the ocean he had crossed as a poor boy.

But business was business, and David Fish had to satisfy that yearning for travel by reading. Every travel book he could lay his hands on was brought home and perused. He instructed his children and his wife in the customs and manners of people in out of the way places as the daily round of affairs in the rapidly growing city proceeded and as the volume of the Fish business grew in direct proportion to the density of the crowds on the Chicago Streets.

And then the boys began to grow. Through school they went and finally one after another they made their appearance in the office of the Fish Furniture Company to receive the schooling of real life from the father who had learned his lesson so well

With his business at last in good hands, hands that could be trusted to carry on the work of the father. David Fish realized that dream. He traveled—not in books this time—but actually in a ship that carried him not only across the ocean he had crossed as a boy, but completely around the world.

Back home again, David Fish was content to settle down and devote himself to the civic duties and charities he has assumed as his mercantile establishment grew. Many a man whose name was never mentioned as anything but a friend has received help from the charitable hand of David Fish. And many an institution has received help from David Fish with the obligation of silence attached. His particular charity was the Cleveland Home for Orphans and Aged Jews. For David Fish was not so far removed from straightened circumstances that he could not remember his boyhood battles with poverty and could not appreciate the position of those grown old without the fortune he had won.

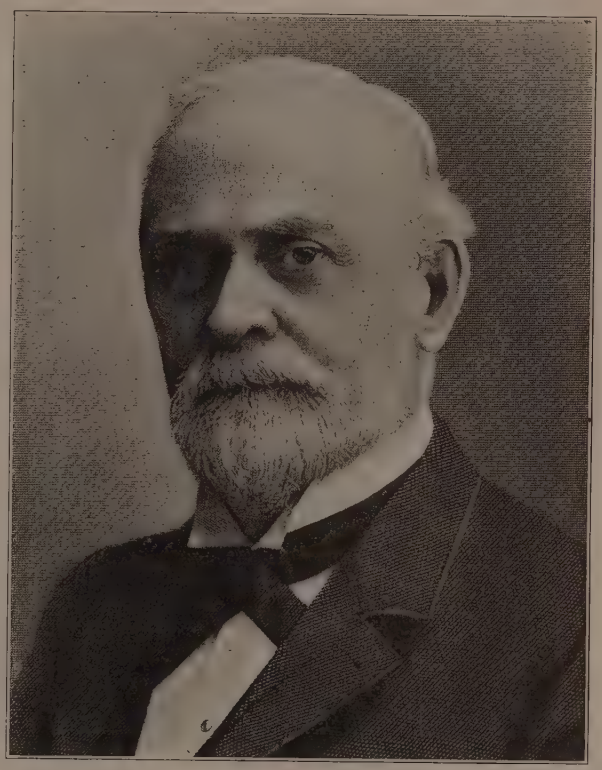
David Fish voted the Republican ticket. In religion he was a devoted member of K. A. M. He was a Mason, a member of B'nai Brith and the Odd Fellows. He died on May 3, 1906.

POTTER PALMER

OF ALL the builders of Chicago, none left a more permanent imprint on the city than did Potter Palmer, a man of splendid vision and no end of common sense.

It was he who directed Chicago's destinies in her more plastic and formative period; his influence on Chicago's growth and development will be felt for many years to come.

To Potter Palmer's foresight Chicago owes not only the inception of her greatest retail mercantile establishment —Marshall Field's— and a hotel that is without a peer in the West, but State street, itself, one of the world's most impressive shopping districts.



Coming to Chicago in 1852, he opened a dry goods store in Lake street, then the fashionable retail mart, and startled his competitors by his new policies in merchandising.

Any patron who bought goods at his store and desired to exchange them for other goods, or for any reason asked to have the purchase money refunded, he announced, would be accommodated. And one could actually take goods home and inspect them before making a purchase.

Up to that time it had been "caveat emptor"— let the purchaser beware. Potter Palmer inaugurated an era of square dealing, inaugurating business ethics that were at least a generation before his time.

Everybody predicted ruin for him, but for some unaccountable reason, his business actually prospered, and at the end of ten years he was known as the proprietor of the largest mercantile business in the Northwest.

Then he sold his interests to Marshall Field and Levi Z. Leiter, who conducted the establishment under the firm name of Field and Leiter.

This transaction completed, he set out to broaden his horizon by a season of European travel. Returning to Chicago, he became even more than ever impressed with her future, and invested heavily in real estate. In his opinion, Lake street, as a shopping center had its limitations. There was State street, then only a narrow plank road, but running north and south along a route destined, as he rightly thought, to be much-traveled.

Potter Palmer surveyed the situation. He purchased outright an entire mile of frontage along State street, widened the throughfare twenty-seven feet, and proceeded to erect a row of substantial buildings, including the first Palmer House at State and Quincy steets.

This building was eight stories in height and contained 225 rooms. Construction was begun in 1869, and the hotel was opened on September 26, 1871, just thirteen days before the great Chicago fire.

This conflagration saw not only the new hotel, but a mile of Potter Palmer buildings reduced to ashes. It looked as if his fortune had been swept away.

So sound, however, was his credit, that he was enabled to make a loan of $1,700,000 from a life insurance company—the largest individual loan ever recorded to that date—and within a few years had recovered his financial footing.

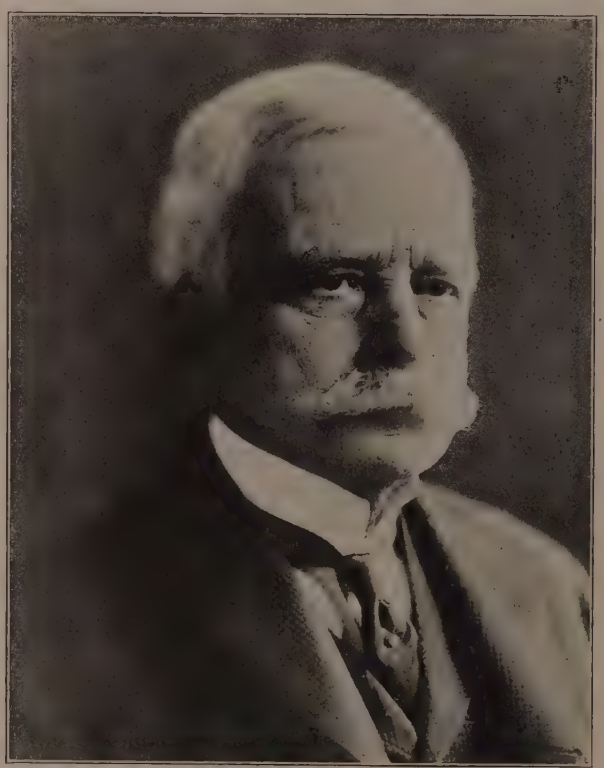
He was among the first of the optimists to resume building after the fire, and on October 9, 1871, the foundations of the new and greater Palmer House had been laid.

Mr. Palmer was a citizen in all the name implied. He was a member of the South Park commission during its most constructive period, from 1871 to 1874. He was one of the incorporators of the Board of Trade, one of the charter subscribers to the old May festivals, and one of three creators of the Interstate Industrial exposition. He was a director also of the World's Columbian Exposition, of which his wife, Bertha Honore Palmer, Chicago's undisputed social leader, was chairman of the board of lady managers.

Mr. Palmer was born in New York state in 1826 and died May 4, 1902.

MARSHALL FIELD

FEW names in Chicago life are more conspicuously typical of Chicago as a place of opportunity, or indeed of America as a land of opportunity, than that of Marshall Field. Born on a farm in the foothills of the Connecticut River valley, August 18, 1834, of the old stock of New England, a farmer's son, reared in the stern Puritanical atmosphere of repression and frugality, he dreamed of the great West, where courage, energy and enterprise might build into reality their fairest dreams. It was not his fault if he failed, even in his most inspired moments, to dream as big as the reality which that West was to give into his keeping.



It is true that he dreamed of a great store in the West that would have doors worth more than the whole building of the little store owned by Deacon Davis of Pittsfield, Massachusetts, or of the other little store in Conway, Massachusetts, in both of which he had worked as a boy, it was hardly to be supposed that he could have caught a vision of the world's greatest store bearing his name, a store famous all over the world; or of the great wholesaling and manufacturing enterprises that were also to bear his name; or that some day his wealth would be able to build the Conway Building and the Pittsfield Building, in Chicago, in memory of those two Massachusetts towns of his boyhood; or of the stately structure of the Field Museum of Natural History, one of the outstanding institutions of its kind in the world.

But, with whatever portion of this potential dream he might have had, Marshall Field, as a lad of twenty-two years, arrived in Chicago, in 1856.

Marshall Field and Chicago literally grew up together. They evolved their respective visions together, and together they saw them unfold into realities beyond their fairest dreams.

When Marshall Field first came to Chicago he did the very thing that ever afterwards characterized his life—he made a study of the best stores in the city, and allied himself with the best. The best at that time were the stores of Cooley, Wadsworth & Company, and that of Potter Palmer, the one wholesale, the other retail. He first worked for the one until he acquired enough money to buy a controlling interest in the other. The store of Potter Palmer, established in 1857, was purchased by Mr. Field, together with Levi Z. Leiter, a fellow employe in the house that had by then become Farwell, Field & Company. The new firm became Field, Palmer & Leiter, and after two years became Field, Leiter & Company, in 1867, continuing until 1881 when, upon the retirement of Mr. Leiter, it became known as Marshall Field & Company.

For a generation or more the career of Marshall Field and that of the great mercantile and manufacturing enterprise of Marshall Field & Company moved along together. He became world-famous as the world's foremost merchant.

But Marshall Field could not be limited even by the vastness of his mercantile interests. He expressed his faith in the future of Chicago by obtaining extensive holdings in Chicago real estate, which, in time, together with his business, and extensive corporation holdings and activities, made him one of the world's richest men, and gave him a conspicuous place in the world of finance, and in civic, industrial, banking, and commercial leadership. As a lifelong friend of the elder J. Pierpont Morgan, he had an active part in the formation of various railroad and other industrial corporations.

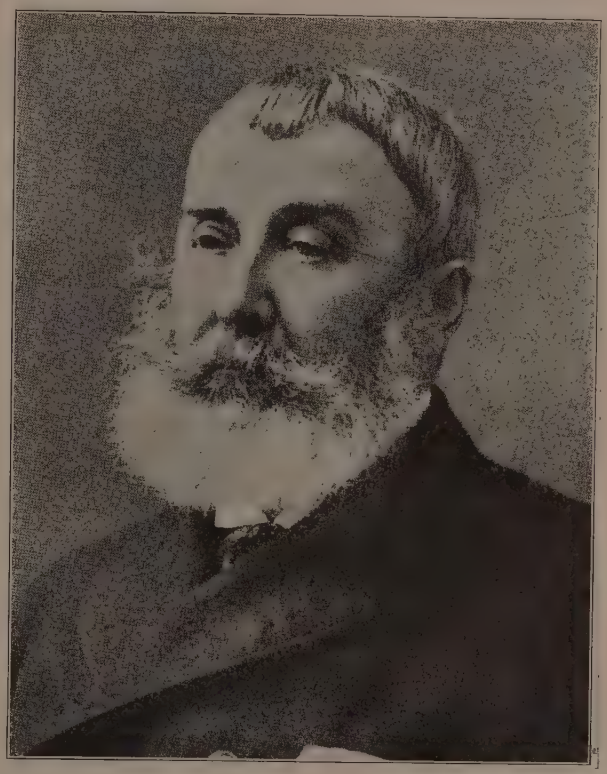
Marshall Field died on January 16, 1906. So well had he organized his many vast interests that through them the influence of his strong personality is even today, and in some respects more than ever, an outstanding factor in Chicago life.

Without fear of contradiction it can be said that his name is known all over the world.

LEVI ZEIGLER LEITER

THERE is hardly a Chicagoan whose name stands out more prominently in the local hall of fame than Levi Z. Leiter, pioneer merchant and associate of Marshall Field and Potter Palmer.

If ever there was a man of vision, that man was Levi Z. Leiter. Through fair weather and foul, he had a consummate faith in the destiny of Chicago; he foresaw the greatness of the city, and was willing to stake everything on its prosperity. Mr. Leiter typified perhaps more than any other of his generation, the commercial spirit of Chicago, and more than any other—unless we except Field and Palmer—was identified with its growth.



Behind his indomitable courage, however, was a heritage of birth. Of stout Calvinistic-Dutch stock, he was born in the town of Leitersburg, Md., named in honor of his family, and he had the advantages of a gentleman's education.

At the age of eighteen he started on his mercantile career by going west and clerking in the country store of Peter Murray at Springfield, Ohio. After one year of this apprenticeship he came to Chicago. This was in 1854. The city had a population of about 70,000, and was growing rapidly.

He came here as a representative of the firm of Downs & Van Wyck, but not long afterward he made a connection with the mercantile house of Cooley, Wadsworth & Co., the predecessor of the great establishment of John V. Farwell & Co.

It was during his nine years' service with this house that he formed a lasting friendship with a fellow employe, Marshall Field, and it was not long before the two acquired a controlling interest in the building. In 1865 they sold their interests to John V. Farwell and embarked upon an enterprise of their own, purchasing from Potter Palmer the majority of shares in his business, which became known as Field, Palmer and Leiter, Chicago's leading dry-goods store. In 1866 Mr. Palmer retired, and the firm was reorganized as Field, Leiter & Co.

It is not to be inferred that the course of prosperity always ran smoothly for Mr. Leiter. Business, it is true, progressed, owing principally to Mr. Leiter's almost unbounded capacity for hard work. Financial panics came, and it required courage to weather the storms. But the greatest blow of all fell in October, 1871, when the Field and Leiter store was wiped out by the great fire and the two partners stood face to face with bankruptcy.

With the spirit of the times, however, they rebuilt the establishment and expanded it. Mr. Leiter gradually began adding to his interests. He became something of a factor in banking circles and one of the heaviest stockholders in the Illinois Trust and Savings bank. In 1881 he disposed of his commercial interests to devote his attention to real estate and land development.

Traveling extensively in Europe, he added to his art collection and built up one of the finest private libraries in America. His holdings of loop property were augmented by the Zeigler, Ill. mines and an empire in Montana ranch land.

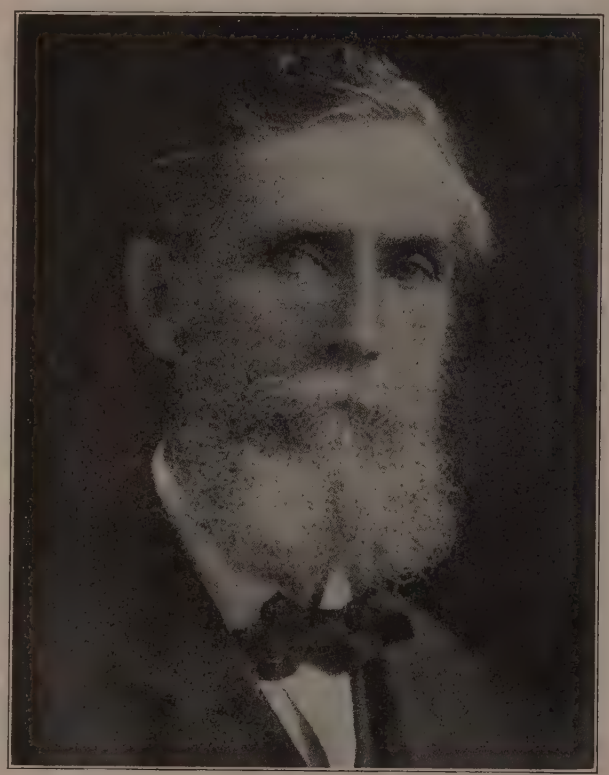
Despite his far-flung business enterprises, there was hardly a worthy philanthropy or humanitarian movement that did not enlist his sympathy. He was the second president of the Art Institute and an indefatiguable worker for the Chicago Historical society, especially in 1871, after its records had been destroyed. He was a member of the Commercial, Chicago, Iroquois, Calumet, Union League and Washington Park clubs.

Mr. Leiter was married in 1866 to Mary Theresa Carver, daughter of Benjamin Carver, who had come to Chicago from Mohawk, N. Y. One son and three daughters were born of this marriage: Joseph Leiter, who became a capitalist and a wheat operator; Mary, who, as the wife of Lord Curzon became the Vicereine of India; Nancy, who married Colonel Colin Campbell, a British army officer and Marguerite, the Countess of Suffolk and Berks.

HARLOW N. HIGINBOTHAM

As a contributor to the welfare of Chicago, as a constructive and foresighted business man, as a partner of Marshall Field, and as a World's Fair president—it was as such that Harlow N. Higinbotham was known to his contemporaries, and as such that he will be known to posterity.

He was born near Joliet, Illinois, October 10, 1838. His parents were Henry K. and Rebecca Wheeler Higinbotham, natives of the State of New York, who soon after their marriage pushed West in 1834 and settled at Joliet, where they purchased land on Hickory Creek. Harlow Higinbotham spent his boyhood on his father's farm, thus obtaining a robust constitution, which is so valuable, especially to one who later on becomes a prominent business man with a thousand and one matters engaging his energy and sapping his nervous force.



His education he received first at a school nearby, and after that he attended Lombard University, situated at Galesburg, Illinois. His studies were completed at a commercial college in Chicago in 1856. He then secured a position as clerk in the old Will County Bank, but in the fall a better opportunity presented itself and he moved to the Joliet City Bank. Between then and his entry into the Civil War in August, 1862, he worked successively at banks in Morris, Illinois, and Oconto, Wisconsin, and as bookkeeper to Cooley, Farwell & Co., which Marshall Field was then managing. When he enlisted it was with the Mercantile battery, but he was soon transferred to the Quartermaster's Department and received appointment of Chief Clerk to the Chief Quartermaster of Ohio, which duty took him into many states. It was at the end of the war that he returned to Chicago and happily received employment as bookkeeper to the firm of Field, Palmer & Leiter. His ability was not denied recognition, and in 1878 he was offered a partnership in the firm of Field, Leiter & Co. In 1881 he became a partner in the reorganized firm of Marshall Field & Company. His genius was in the field of credits and finance, and it was as credit manager that he attained success and laid the foundation of his fortune.

Unlike so many men, however, who let success in business monopolize their time, Mr. Higinbotham's interests and activities were numerous and varied. The World's Columbian Exposition, that mammoth enterprise of which Chicago will ever be justly proud, finally claimed him as its president, although he at first refused this honor. His service on many committees taxed his strength of mind and body to the last degree, but he bore up through it all, capping the climax by a gift of $100,000 at the close, to the Field Columbian Museum, founded by his partner, Marshall Field.

Mr. Higinbotham was a Republican in politics. He was a religious man, St. Paul's Universalist Church having been built by him and a friend. The Trinity Methodist Episcopal Church was the object of most generous gifts, by which they erected the Marie Chapel, named after one of Mr. Higinbotham's daughters. The chief beneficiaries of his bountiful charity were the Newsboys' Home and Home for Incurables.

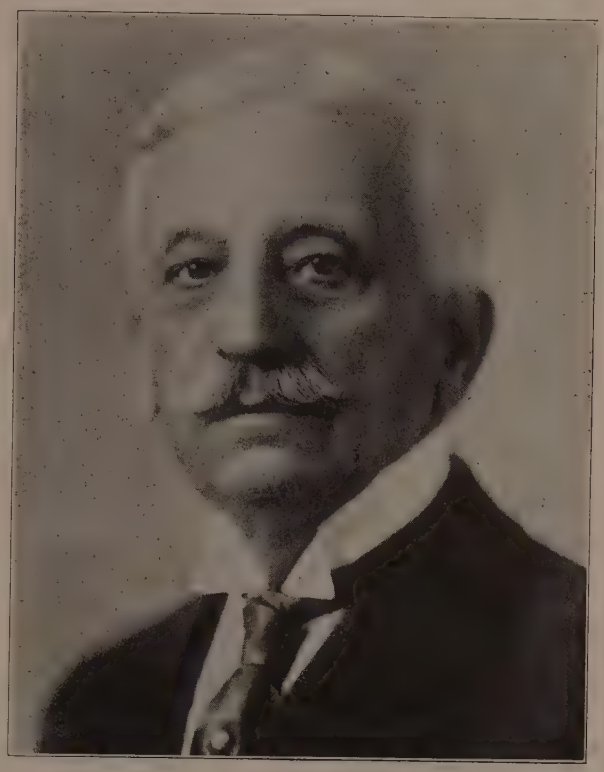
In 1866 Mr. Higinbotham married Miss Rachel D. Davison of Joliet. Four daughters and two sons were born to them, two of whom, Marie and Helen, died. All the time that his business and other activities left him, Mr. Higinbotham spent at home, enjoying himself with family and books. His library was distinguished for its choice selection of books and his luxurious residence was always open to welcome visitors, who were especially plentiful and noteworthy during the Exposition. As he was a trustee of the Northwestern University, he was naturally surrounded by men of culture.

When he died on April 18, 1910, it was to the grief of his friends and the regret of all who knew of his truly unique place in the community.

JOHN GRAVES SHEDD

FROM a New England farm boy at 17, to the world's greatest merchant at 56 and for twenty years thereafter—such was the chasm bridged by John Graves Shedd.

As the partner and successor of Marshall Field, who died in 1906, Mr. Shedd became the responsible head of Marshall Field & Company and under his leadership saw the business outgrow the dreams of its founder.



Mr. Shedd will be remembered not only as a great merchant, but as a patron of arts, a fine judge and leader of men and a leader in all civic enterprise of any lasting value.

His philosophy of life, his secrets of success, are a bit reminiscent of Ben Franklin. "Fix your goal." "Think well of yourself." "A smile will win over harsh words." The home-made mottoes of a self-made man.

Courtesy, diligence, punctuality, sincerity—such were the qualities he emphasized. As a permanent monument to his civic spirit and his love of nature, Chicago will have, as a heritage for all time, the $3,000,000 Shedd aquarium in Grant park, harmonizing in architecture with the classic design of the Field museum and of the adjoining stadium and comprising a unit of as impressive a group of civic buildings as can be found anywhere.

Mr. Shedd was born on his father's farm near Alstead, N. H., July 20, 1850. At the age of sixteen, however, he began to realize that farming was not altogether his forte, so he set out to find something better adapted to his talents.

He began his business career a few weeks later, working as a clerk in a country grocery store at Bellows Falls, Vt. His wages, $1.50 a week and "found."

Here, between chores, he attended school "on and off" during the winter. He returned later to his native town for an inducement of $125 a year, but the destruction of his employer's establishment by fire sent him to a rival concern which paid him $175 a year. His next step was to a Rutland, Vt., dry goods store, where he received a monthly salary of $25. The business acumen of the young man, however, soon attracted the attention of Benjamin H. Burt, one of Rutland's leading merchants, who offered John a place in his establishment at double the salary he was getting. Here sprang up a business association which proved one of the most helpful of his career, and which Mr. Shedd never forgot.

Not that he remained long with Mr. Burt. A year later, such was his confidence in himself, he set out for Chicago, determined, as he told his friends, "to work for the biggest store in town." Chicago at that time was recovering from the disastrous fire of 1871, but even then was a city with a future.

Announcing to Marshall Field, head of the firm of Field, Leiter & Co., that he could "sell any kind of goods in the store every day," he was given a place in the stock and shipping room at $10 a week.

From stockboy to salesman, department head, merchandise manager, vice-president, president, and finally chairman of the board—such were the steps by which his advance was marked. His progress was attributed by his associates to his rare business foresight, his inordinate ability, and his imagination.

Mr. Shedd was at one time or another a director of many other enterprises, including several banks and railroads. He served on many civic bodies and charity boards and was a patron of the fine arts and a supporter of opera. The Y. M. C. A. and the Art Institute are among the many associations indebted to him for his princely generosity.

Six years after his arrival in Chicago, Mr. Shedd returned to his native village to marry Mary R. Porter. Two daughters, Mrs. Laura Shedd Schweppe and Mrs. Helen Shedd Reed, make their homes in Chicago. Mr. Shedd's death, Oct. 22, 1926, marked the conclusion of a life of great civic usefulness.

JAMES SIMPSON

IT WOULD be difficult to name any Chicagoan who is a more useful, all-round citizen than James Simpson, president of Marshall Field & Co. and chairman of the Chicago Plan commission, or one whose interests are more diverse.

Mr. Simpson has unbounded faith in Chicago and regards it as a city of destiny.

He is interested not only in merchandising, but in subways, railroad terminals, river straightening, deep waterways, aviation, Field museum scientific expeditions, zoological gardens, aquariums, children's hospitals, and the Sunday Evening club and is a member of fifteen clubs. It was he who financed the Roosevelt expedition into the Pamirs.

"Do it now" is Mr. Simpson's motto, and this terse phrase perhaps expresses the philosophy that has guided him to the heights of success.

It is particularly appropriate that his hobby should be mountain climbing. His scaling of the almost inaccessible peak that dominates the Harrison pass in the Sierras—he was the first climber in years to reach the top of this crag—is only symbolical of his career; of his rise from the position of cashier's clerk to that of president of the world's greatest mercantile establishment.

Mr. Simpson was born in Glasgow, Scotland, January 26, 1874, and was brought by his parents, William and Isabella Brechlin Simpson, to the United States in 1880. His education in the Chicago public schools was supplemented by a course at a business college.

In 1891 he entered the service of Marshall Field & Co. as a cashier clerk, and the following year was installed as Marshall Field's confidential clerk. The relation between the two developed gradually into that of father and son. Mr. Simpson's tact and courtesy, his vision and enthusiasm won him rapid promotions, and on the death of Mr. Field in 1906, he was made second vice-president and assistant to the president. In 1917 he became first vice-president, and in 1923, president.

Mr. Simpson was married in 1903 to Miss Jessie McLaren of Chicago and takes great pride in his three fine sons, James, Jr., John McLaren and William Simpson.

During the world war, Mr. Simpson worked in France, extending very considerably the organization of the American Red Cross.

If there were such an organization as "Believers in Chicago"—and why not?—James Simpson undoubtedly would be its leading spirit. "It is as inevitable as death or taxes," he said, on his return from a recent tour of Europe, "that Chicago is destined to become the greatest city in the world." He predicted a population of 10,000,000 within the next few years, and added, "but we want Chicago to be the best as well as the greatest city in the world."

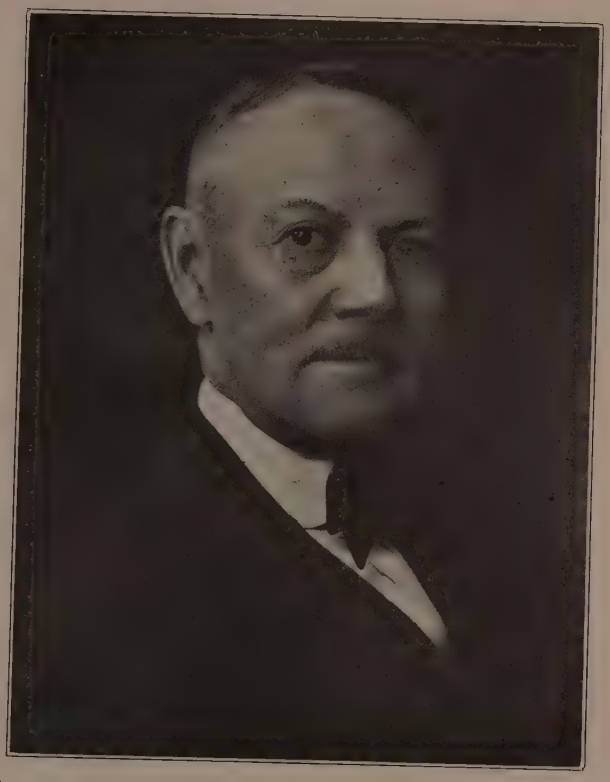
Surely he has done all in his power to make it so. When Charles H. Wacker who had served so faithfully as head of the Chicago Plan commission, was forced to resign because of ill health, Mr. Simpson was chosen as his logical successor.

Under his leadership the Plan of Chicago has made more rapid strides in three years' time than was ever considered possible before, and many important public improvements have been advanced by the force of his initiative.

In addition to his responsibilities as president of Marshall Field & Company, covering wholesale, foreign buying, retail store in Chicago, suburban stores, subsidiary stores under other names in Chicago and elsewhere, and twenty-five vast manufacturing plants, Mr. Simpson was the originator and leader in organizing the Merchandise Mart. He is also a director of the Federal Reserve Bank of the Seventh District; a director of the New York Central Lines; and a director of the Commonwealth Edison Company.

CHARLES ANTHONY STEVENS

AMONG the great highways that line the earth none is more famous than Chicago's great State Street, lined with great shops and teeming office buildings, the very spinal column, so to speak, of Chicago's business life. And among the men who made this thoroughfare what it is today Charles A. Stevens is the last remaining member. There are others, great figures and splendid men who are carrying on the work of the founders, but Mr. Stevens is the sole survivor of the original group of far-sighted merchants whose energy and vision, character and intelligence proved to be the cornerstone upon which this huge structure of industry rests.



Casually meeting Mr. Stevens, one would not readily believe that he was born on March 16, 1859; yet this is the case, his birthplace being the town of Colchester, Illinois. He was reared on a farm and in the village store (what an humble forerunner of the gigantic institution in which he was subsequently destined to devote his energies!), and was educated in the public schools. Mr. Stevens lost no time in becoming an independent merchant, engaging in the retail business on his own account at Avon, Illinois, when only twenty years of age. A decade later, in 1890, he removed to Chicago, establishing a business known then, as now, as Chas. A. Stevens & Bros., Retail Dry Goods.

Mr. Stevens had been a cadet in the House of Field, where a close acquaintanceship with Marshall Field had contributed not a little to that practical education in the department store business which was to prove invaluable to him in later years. The older man shrewdly recognized Mr. Stevens' ability in trusting to him the responsible job of engineering the negotiations to acquire the south portion of the old Central Music Hall property. After a long period the negotiations were successfully consummated, Mr. Stevens securing the title under his own name for Mr. Field. Conferring with the older merchant every day during the period of their mutual association, Mr. Stevens was quick to take advantage of the extraordinary opportunity afforded by contact with so notable a figure in the merchandising world as Marshall Field. He knew how valuable the business philosophy of this "prince of merchants" was, what a wealth of experience and thought lay behind even the casual remarks of this noted merchant. Thus it was that Mr. Stevens carefully recorded Marshall Field's precepts in a notebook which he carried for that purpose, subsequently mastering them and pondering the wisdom which actuated their utterance. It may not be an exaggeration, therefore, to assert that the Field policy and the Field mantle has fallen more upon Charles A. Stevens than upon almost any other merchant in the field of dry goods merchandising today.

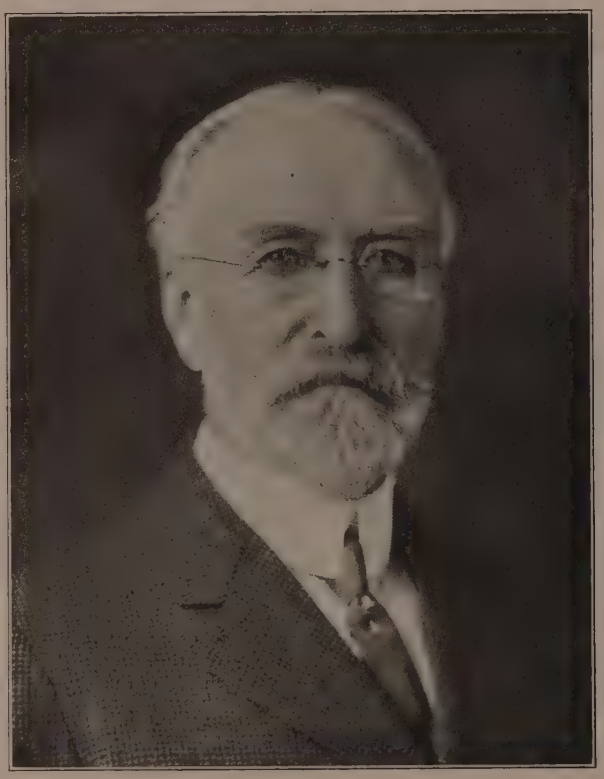
It was, therefore, thoroughly fortified with a training in contact such as not many young men are able to boast, plus a remarkable business intuition of his own that Mr. Stevens finally undertook his own business. From the first the firm of Chas. A. Stevens & Bros. flourished, standing today as one of the half-dozen greatest institutions of its kind west of the Alleghanies.

On March 16, 1882, Mr. Stevens was married to Miss Fannie E. Tompkins. The Stevens have three children: Elmer T., Alta C. (Mrs. Anson Cameron), and Hazel M. (Mrs. James P. Loper). Mr. Stevens is a member of the Chicago Association of Commerce, the Field Museum and the following clubs: Union League, Chicago Athletic, Mid-Day, South Shore Country, Midlothian Country, Delavan (Wis.) Country, and others. Mr. Stevens delights in travel, horseback riding and golf, in which he frequently secures the recreation necessary to the holder of so responsible a position as his. He lives at the Kenwood Hotel, during the summer, Delavan Lake, Wisconsin. Truly Mr. Stevens is one of Chicago's preeminent merchants and citizens.

ANDREW MACLEISH

THE story of Andrew MacLeish is the absorbing story of the growth of a veritable fairy land of retail marts that has made State Street, Chicago, famous the world over. He was drawn to the city by a romantic accident when both he and the city were youngsters. He grew up with it in a different but none the less enthralling romance.

Andrew MacLeish was born in Glasgow, Scotland, June 28, 1838. His father, Archibald McLeish was a leading Glasgow dry goods merchant and his father's father had been the same. How well he carried out the family tradition can best be realized by the great store he was primarily responsible for building up at Madison and State Streets.



Young MacLeish was educated in private academies and public schools of Glasgow, and attaining manhood, went to London to learn what he could there of the ways of merchandising.

But his boyhood sweetheart, Lilias Young had left the British Isles for Chicago and young MacLeish could not rest easy with his dreams of the great new Empire over the ocean and of his sweetheart out there alone waiting for him.

So he mustered what resources he could, cut loose from his "auld folks" and landed in Chicago in 1856. Two years later he was married to Miss Young and the two began living their dreams.

The principal business street in those days was Lake Street and the young Scotchman learned every inch of it before he found a place to put his foot on the first rung of a ladder to fame and fortune.

He found the place at last with the firm of J. D. Sherman, 130 Lake Street, and was liked so well that before long he was given stock and sent out to open a store in Kewanee, Illinois.

But Kewanee wasn't the land of his dreams and 1863 found him back in Chicago with J. B. Shay Company, 112-114 Lake Street. His diligence there was rewarded with a partnership and he remained, directing the affairs of the firm until the wholesale house of Carson, Pirie, Scott & Company offered a glittering prospect in 1866.

After a thorough investigation of the establishment at 136 Lake Street, where Samuel Carson, John T. Pirie and George and Robert Scott were doing a healthy wholesale business in dry goods, young MacLeish set out with a commission to organize a retail establishment. He did. And it flourished until the great fire swept it to ruins.

But fire was not to destroy the handiwork of this sturdy Scotchman without a struggle. With the flames roaring toward his store, he personally rounded up every wagoner and truckster he could lay hands on, and offered $50 a trip for them to cart away the Carson, Pirie, Scott stock.

Two stores were opened after the fire, one at Madison and Peoria Streets and one in West 22d Street. Sixteen years later the firm moved to the State Street store of Charles Gossage and still later to Washington and State, before moving to the present quarters at Madison, State and Wabash.

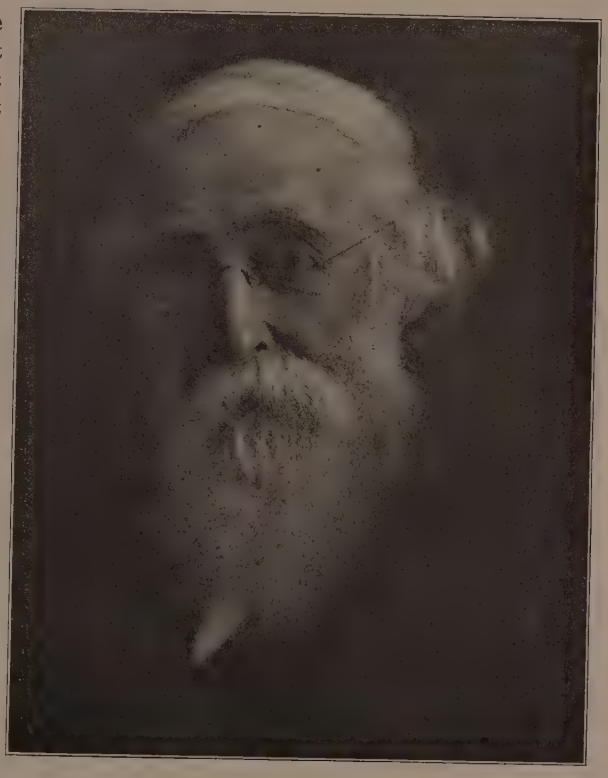
During all these cycles of evolution Andrew MacLeish who had come to Chicago because "his girl" was here, had held a guiding hand on the reins.

After the death of his Scottish bride, Mr. MacLeish was married to M. Louise Little of Chicago, and following her death, to Martha Hillard, who still lives. He had three daughters, Mrs. Lily MacLeish Day, Mrs. C. K. G. Billings, and Miss Isabel MacLeish; and three sons, Norman, Archibald and Kenneth. Kenneth, a lieutenant in the naval air forces was killed in action in France.

Mr. MacLeish was four decades a trustee of the University of Chicago, a charter member of the Union League Club, and a member of the Quadrangle, City, and Skokie Country Clubs. He was a founder of the Northern Baptist convention and president of the Baptist Social Union and of the Baptist Education Society.

CHARLES CARROLL BOYLES

A PIONEER of the business world in the truest sense was Charles Carroll Boyles, who came to Chicago sixty-seven years ago, and left his imprint indelibly on the merchandising methods of this city, for he was the first merchant ever to send out circulars to his customers and build up a mail order trade; and he it was who invented the duplicate sales slip, bound into little books, which is almost universally used today. Also he was a partner in one of the pioneer dry goods stores, the forerunner of the great Carson, Pirie, Scott & Co. store of the present time.



Mr. Boyles was a native of Marshfield, Vermont, where he was born October 9, 1833, the son of Samuel and Mary Louisa Barnes Boyles, and a direct descendant of General Israel Putnam of Revolutionary fame.

While he was still a small child his parents removed to Milford, New Hampshire, where he lived until he was old enough to go to work in a store in Salem, Massachusetts. He was clerk in the dry goods store of a man named Downs. He displayed such unusual business acumen that he was made assistant postmaster of Salem.

From Salem Mr. Boyles went to Charleston, S. C., where he met the man who was to wield a great influence on his later life—Charles Gossage, whose name as a merchant prince in the early days of Chicago was written alongside those of Palmer, Field, Leiter and other builders of Chicago.

Leaving Charleston, young Boyles went to Davenport, Iowa, to enter into partnership with a merchant under the firm name of Boyles & Judd. This venture was not a success, and he determined to rejoin Charles Gossage. He learned that Gossage had left Charleston for Cincinnati, where he had opened a dry good store. There young Boyles went, and became Gossage's confidential manager.

Presently Charles Gossage left Cincinnati and came to Chicago, which he considered the location of the greatest promise. He formed the firm of Ross & Gossage, and sent for Charles Boyles to join him. It was in 1862, when he was twenty-nine years of age, that Mr. Boyles came here. For eight years he served with the firm. Then Mr. Gossage made a new connection, dissolved the firm of Ross & Gossage, and went into partnership with Mr. Boyles under the firm name of Charles Gossage & Co.

The firm was most progressive, and showed greater foresight than many older establishments by insuring their stock and buildings in strong British companies. When the Great Fire swept away every penny they had invested in the business, the British firms were able to pay in full, and Charles Gossage & Co. remained in business.

That fire had its thrills for Mr. Boyles as for others. Under his command, the clerks carried the most valuable of the stock—laces, silks, camel's hair shawls and the like—to the sand beach of the lake shore, which then was at the east curb of Michigan Avenue. There they felt comparatively safe. But of a sudden the flames came bursting through the wooden blocks from the west, and billowed out over the very lake itself, causing the Gossage partners and employees to flee for their lives. They plunged into the lake and took refuge under the trestle on which the Illinois Central Railroad in those days ran, far out in the lake. The only piece of merchandise not destroyed by the fire was a fine camel's hair shawl which Mr. Boyles wetted and threw over his head to keep his hair from being burned off; and the shawl had a great hole burned in it.

On the death of Mr. Gossage, Mr. Boyles in 1883 sold the store to Carson, Pirie, Scott & Co., and retired, living for a time at Lake Geneva, Wisconsin, and later at Winnetka, Illinois, near his son Charles.

Mr. Boyles was twice married. His first wife was Martha Elizabeth Shoup of Davenport, Iowa. His second wife, whom he married in Chicago in 1864, was Hannah Dickinson.

JOHN T. PIRIE

FROM office boy for an obscure Scotch shipper at 13 to director of one of the world's largest mercantile houses with offices in New York, Manchester, Chemnitz and Paris, and a great retail and wholesale house in Chicago, the life of John T. Pirie marched steadily on, uninterrupted by catastrophes that would have wrecked lesser men, always moving forward with the relentless force of a glacier. Some have called the striking success of John T. Pirie luck, but examination of the facts of his career discloses the true answer, dogged determination and unrelaxing energy.

John T. Pirie was born in Errol, Scotland, August 26, 1827, the son of Allen Pirie, a hard-working, thrifty Scotch cabinet maker and upholsterer, and Mary Hawkins Pirie, whose family had gone north from York. John went to school in the Presbyterian parish school of his district and at thirteen became errand boy for a ship-broker in Glasgow.

But no romance about sailing ships for John T. Pirie. He was out for serious business and two years later had found his line, as a beginner in the drygoods business for an uncle in Newry, Ireland.

Despite the boy's age, that uncle, Henry Hawkins, soon found he could trust John Pirie with more serious business than running errands and before long the lad was buyer for one of the store's principal departments. He was happy then and would talk over his dreams of future success with Samuel Carson. This relationship grew warmer when both young men went to work for John Arnott & Company of Belfast. Soon the two young men had made arrangements to open a dry goods store in Crookstown, Ireland, and had paid the first six months rent in advance.

But one night they met a mutual friend, Robert Murray, who was back from Peru, Illinois, where he was doing a flourishing business. The blood of the young men was set aflame by the prospects of a new country. They forfeited the six months rent and set sail for New York from Belfast, August 26, 1854.

From there on the story of John T. Pirie moves incredibly fast. The two worked a few months for James Beck & Company learning the ways of the new country and then set out for the far west. With the help of Murray, the following spring they were given credits and opened a store in La Salle, Illinois. It prospered as did all the succeeding ventures of the two. But Pirie thought he saw a better opening in Amboy, Illinois, and the firm of Carson & Pirie, accordingly, moved there. Their fame as sound business men and fair merchants spread throughout the farm land and in 1864, ten years after leaving Ireland, they found they owed no one a cent and had $50,000 worth of stock on hand.

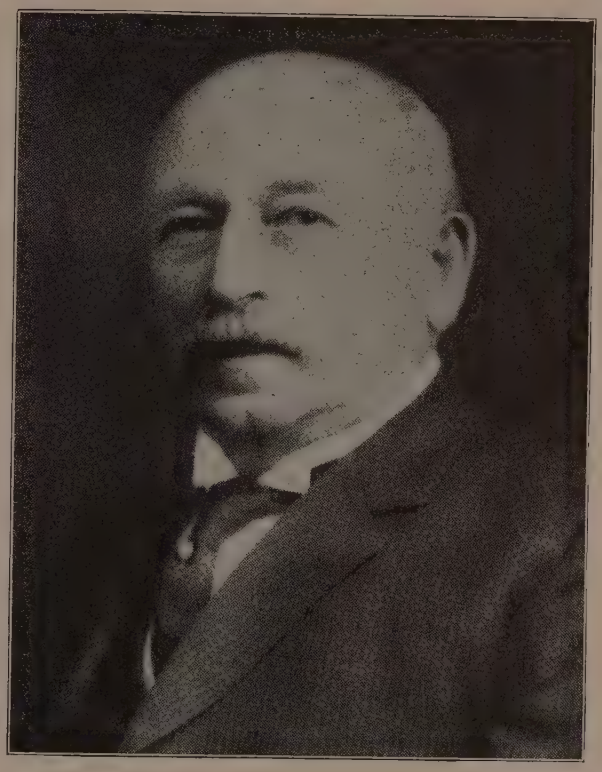
But a young Hercules of a city was just making himself felt to the north. Pirie saw the opportunity. He persuaded his partner to move and the first Carson-Pirie store was opened that year at 20 Lake street where the two prospered in jobbing as they had in retail business. George and Robert Scott, friends of the pair in Newry, Ireland, were called in to take charge of retail stores in Amboy, Polo and Mendota. Chicago business grew so rapidly that the Scotts were needed here and the firm was consolidated as Carson Pirie Scott & Company. Their establishment was wiped out by fire in 1868, but scarcely a month later they were open for business. Again in the fire of 1871 they lost everything but $50,000 worth of stock.

Mr. Carson died in 1869 but Pirie insisted his name be kept in the firm title as it is today. Mr. Pirie, after 1865, spent most of his time in New York tending to financial affairs of the firm and enjoying his family life at his home on Long Island. He had married Sarah Carson in Amboy in 1857. They had four sons and three daughters.

LEON MANDEL

IN the midst of that little German country, the Rhenish Palatinate, is the still smaller village, Kertzenheim, boasting less than a thousand souls, wherein lived Faber Mandel, his wife, erst Caroline Klein, and their four sons, of whom the third was Leon, born September 10, 1841.

It was shortly after the great emigration of German Jews, precipitated by the revolutions of 1848, that Mrs. Mandel, placed in straitened circumstances by the death of her husband, followed her uncle and eldest son across the Atlantic to Chicago, whither they had gone a few years before. She was accompanied by her other three sons.



When Leon Mandel arrived in Chicago in 1852-3, it was scarcely more than an overgrown village of 60,000. It had only seven public schools, its railway connections had only been established a year before, it had no drainage system, and the manufacturing had hardly begun. It was into this city, potentially great but wanting developments that Leon Mandel came, bringing with him those uncommon business abilities and splendid points of character, which were later to prove invaluable.

His career began with clerking, with Greenebaum Brothers, bankers; with Rosenfeld and Rosenberg, dry goods merchants; and with Ross and Foster, dry goods wholesalers and retailers. At the latter firm he commenced with the magnificent emolument of two dollars per week.

Meantime his uncle and his oldest brother Solomon had pooled their funds and established the firm of Klein and Mandel with the youngest brother, Emanuel, as clerk. Later Simon and Leon were induced to join them, Leon being about twenty at this time.

After the firm began to prosper, Solomon branched out for himself, taking with him Emanuel. Then, two years later, by one of those tricks of Fate, Solomon Mandel was taken by death, and his business, taken over by his three brothers, and became known in 1865 what it is today: MANDEL BROTHERS.

During a brief period of residence in the East as buyer, Leon Mandel met Miss Belle Foreman, daughter of Henry Foreman. The acquaintanceship ripened into a marriage, and shortly afterward, Mr. Mandel returned to Chicago where their two sons Frederick L. and Robert were born.

Leon Mandel was now well established and on the road to prosperity. But in 1871 the Great Fire loomed up as a great obstacle. Their stock was partially demolished and the store they had skillfully built up from what was salvaged was completely destroyed in the conflagration of '74.

Rallying from these staggering blows with all the force of their ambition and experience, the Mandel Brothers set out to become one of the great State Street dry goods houses. From this time on their way lay ever upward, and their present colossal establishment serves as a splendid monument to their early efforts.

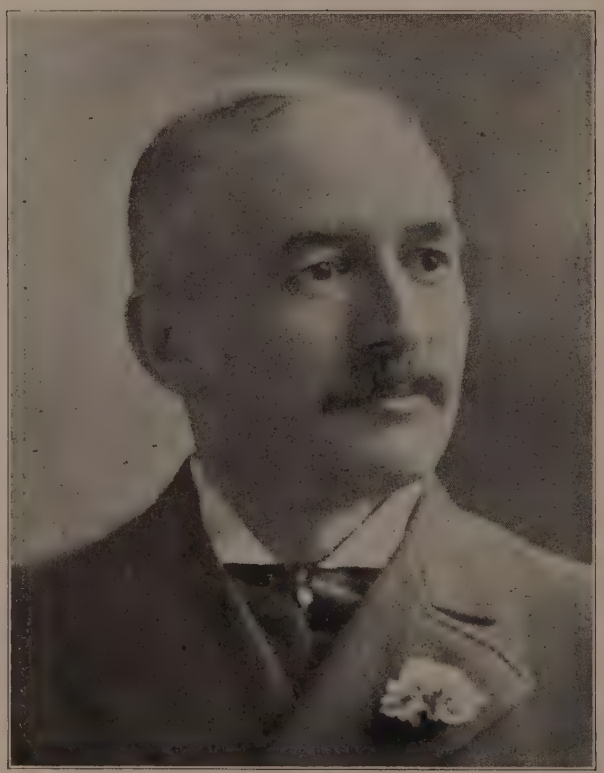
The expansion of their business was such that for nearly eighteen years, Leon Mandel spent most of his time in New York, where four of his daughters, Ida, Blanche, Louise, and Florence were born. The eldest, Fannie, had been born in Chicago.

Not only in commerce did Mr. Mandel make his mark. He was deeply interested in the Chicago Sinai Congregation, the Jewish Training School, the Mt. Sinai Hospital of New York, the Hebrew Orphan Asylum, the Associated Jewish Charities, the Michael Reese Hospital and the University of Chicago, all of which organizations benefited handsomely from Mr. Mandel's munificence. The latter institution now holds its most solemn ceremonies, its finest entertainments, its most important lectures in the Leon Mandel Assembly Hall.

On November 4, 1911 a long battle with illness was lost, and a man described as most likeable, courteous and shrewd, passed away.

ABRAM M. ROTHSCHILD

WHEN Abram Rothschild arrived in Chicago in 1869, it was a vastly different city than the colossal metropolis of four million souls that it now is. But, although there were then neither telephones nor elevated trains, it is one of the great offsets to the early lack of modern conveniences to be privileged, as Abram Rothschild has been, literally to see an overgrown Western town metamorphose into one of the great cities of modern times.



Mr. Rothschild was born in eighteen fifty-two in the German town of Nordstettin, the son of Moses and Gusta Rothschild. His father was a dry goods merchant. Until he was thirteen years of age Mr. Rothschild was educated in Germany. In the early years it was his ambition to be a merchant or a banker; fanciful day-dreams would form in the youthful head of far-flung argosies bringing goods from all over the world to his shop; or of great piles of shining gold that would make him the richest man in the province.....

But when he was thirteen years old he was brought to the Land of Opportunity, where boyish dreams of golden wealth came true.

However, if Abram Rothschild had any thought of immediate riches, it was dispelled when he received his first month's wages: five dollars! It is interesting to reflect on what Mr. Rothschild may have bought with those five dollars: a suit of clothes, for instance. Yet today, it would barely cover the cost of a full meal at one of Chicago's exclusive Michigan Avenue hotels. It would take Abram Rothschild, were he earning that $5.00 a month in the Chicago of 1928, more than a whole day's salary merely to take a round trip on a bus. And, figuring, living costs as correspondingly lower in 1865, two hundred dollars would have adequately covered living expenses for an entire year. This will give an idea of what changes pioneers have seen.

Mr. Rothschild's first employment was in Davenport, Iowa, as a boy around his brother's store. It was here that he received that munificent five dollars. Four years later—in 1869—he came to Chicago and entered into partnership with his two brothers in the clothing business. From then on Mr. Rothschild rose until he became one of the leading figures in the clothing industry in Chicago, one of the men who helped put Chicago "on the map" as a garment center. Mr. Rothschild was president and organizer of the M. Rothschild Company dry goods business, and was a partner during his entire life of E. Rothschild & Bros.

Mr. Rothschild was a widely traveled man, having made numerous trips around America and to Europe. In 1882 he married Gusta Morris, daughter of Nelson and Sarah Morris of packing house fame. The Rothschilds had one son, Melville N., who is today the president and directing head of the National Bond & Mortgage Co., an institution that has enabled people of moderate means to purchase automobiles out of their income, rather than out of their capital.

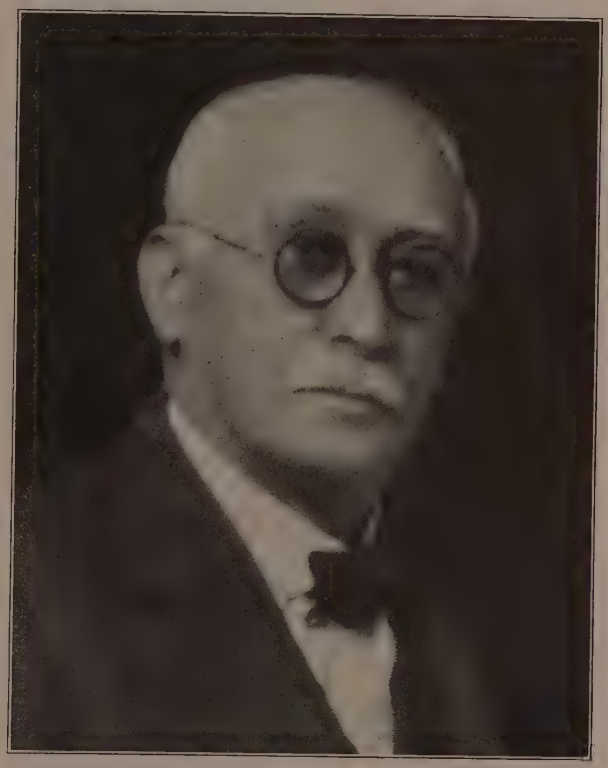
Mr. Rothschild was a director of the World's Columbian Exposition; belonged to the Washington Park, Hamilton and Standard Clubs; and was a member of the Sinai Congregation. In politics he was a Republican. His recreations were golf and horse back riding.

Mr. Rothschild's versatility was evidenced by his fine success in a field far removed from the clothing business. He was associated with John Lynch in organizing the National Bank of the Republic of which he was vice-president, an institution which ranks among Chicago's foremost banking houses.

Mr. Rothschild's genial and democratic manner endeared his associates and indeed all with whom he came in contact. His death in 1902 left a distinct void in the community.

ADOLPH NATHAN

AN outstanding figure in the civic and commercial life of Chicago for over a quarter of a century was Adolph Nathan. Born in St. Goar, Germany, on May 8th, 1843, he came to America with his parents, Jacob and Helen Nathan, in 1849. Of sturdy stock, the family pioneered to Wisconsin and settled on a farm near the town of Lancaster. His father's ambition, however, lay beyond the confines of the farm and before very long the family removed to Lancaster and Jacob Nathan embarked in business. Here Adolph's early years were passed and here in the primitive little schoolhouse of those far-off days, he received the rudiments of an education. The elder Nathan's business venture prospered sufficiently to enable him, in due time, to send Adolph to Chicago to take a course in Bryant & Stratton's Business College.



Returning to Lancaster at the completion of his studies, he entered his father's business where he remained until he enlisted during the Civil War in the 41st Wisconsin Volunteers, where he served under General Washburn until the end of the War and the mustering out of his regiment. He then rejoined his father in Lancaster, the firm becoming J. Nathan & Son. The firm met with success but after the lapse of some years, Adolph's ambition outgrew Lancaster and having acquired what was then looked upon as a competence, he resolved to seek larger fields and in 1881 with his family removed to Chicago.

He had married Miss Rosa Schreiber in 1865 and two children, Louis A. (deceased), and Jeannette (now Mrs. Alex D. Nast of Chicago) had been born to them. Another child, Edward, was born in Chicago some years later, but he also died in early manhood.

Mrs. Nathan's death preceded that of her husband by five years.

On his arrival in Chicago, he, with Abraham Kuh and S. M. Fischer founded the wholesale clothing firm of Kuh, Nathan and Fischer, which for many years maintained a prominent position in Chicago business circles. But great as were his abilities as a man of business and marked as was his success in that field, he by no means confined his activities to mercantile pursuits. Always esteemed as one of the ablest business men in his line (indeed in any line), he soon became interested in other financial ventures and more particularly in public and civic affairs. These ventures, for the most part under his guidance, met with success and no less conspicuous were his manifold services to the public. It was not very long before no civic movement or activity seemed to be complete without the name of Adolph Nathan and not infrequently his name like Abou Ben Adhem's "led all the rest".

He was for years one of the most active Directors and for one or two terms, President of the Civic Federation of Chicago. It was therefore, inevitable that when the World's Columbian Exposition was planned he should be called into council and selected as one of the Directors. From its inception he occupied the important (perhaps the most important) post of Chairman of the Finance Committee.

Few men who met Adolph Nathan would have suspected that his education was confined to a country public school and a brief business "college" course, for despite his varied interests and activities, he was a scholar in the truest sense of the word and his knowledge expanded day by day.

There was no narrow sectarianism about Adolph Nathan. His charities were never confined to any sect or class and his name was to be found on nearly every list of contributors towards worthy causes.

His dominant characteristic was perhaps his profound common sense. He was for over thirty years a member of The Union League, Standard, and Ravisloe Country Clubs. His death occurred at Chicago on January 24, 1923.

CHARLES NETCHER, SR.

CHARLES NETCHER'S life might serve as a sermon to the youth of any ambitious commercial gentry. A bundle wrapper at 14, he spent every day of his career in the service of the company with which he had begun and emerged sole owner of one of the largest department stores in the world.

The secret of his story book success was work. It is said by those who know that even when he was general manager of the store, which he later acquired, and while paid a salary of $4,000—a handsome income for those days—he stayed at his work eighteen hours a day and slept on a counter in order to be at the store early in the morning.

Perseverance and a desire to some day be a merchant prince with the respect of every employee, was his great ambition; one that he reached solely by his own efforts. When he died the employes of the Boston store held a memorial meeting and passed resolutions embodying their determination to carry on the policies of service and economy he had established.

Charles Netcher was born in Buffalo in 1852 and at 14 went to work in his native city for Edward and C. W. Partridge. His first employment was as cash boy and bundle wrapper, but when a few years later the firm moved its establishment to Chicago he was taken along as a valuable asset.

The firm lost nearly everything in the Chicago fire. The only property saved was drygoods en route to the store in box cars. The owners were dismayed, but not so young Mr. Netcher. He suggested that the store open immediately in a shack at Twenty-second and State streets. The Partridge brothers admired his spunk and acted upon his suggestion. Any available material was used to put up a building to house the store and the project was preeminently successful. This suggestion has been pointed to as the actual upward turning point in Charles Netcher's career.

Later the Partridges turned their attention to wheat and left the retail mercantiling business more and more to the management of Mr. Netcher. Gradually they lost interest in the store and gradually as he was able to afford it, Mr. Netcher bought a greater financial interest in the venture. Five years after the original owners had turned to grain speculation Mr. Netcher became sole owner of the Boston store.

In the early 1900's Mr. Netcher leased the Champlain building, one of the largest office buildings in the city and used the lower floors for the expanding business of his store. It was his intention ultimately to rebuild the old store building to the height of his new acquisition and open the whole as a combination store and office building. His widow exceeded in her accomplishments, even these bright dreams of the future by rebuilding the store and enlarging the business to occupy all the available space.

In his later years Mr. Netcher bought heavily enough in real estate to become one of Chicago's largest land owners. Here too, his wife after his death carried on the work which he had so carefully planned.

It is an open book to any one who knows the history of the mercantile business in Chicago how splendidly his wife carried on, bringing the business from what it then was to the great institution it is today.

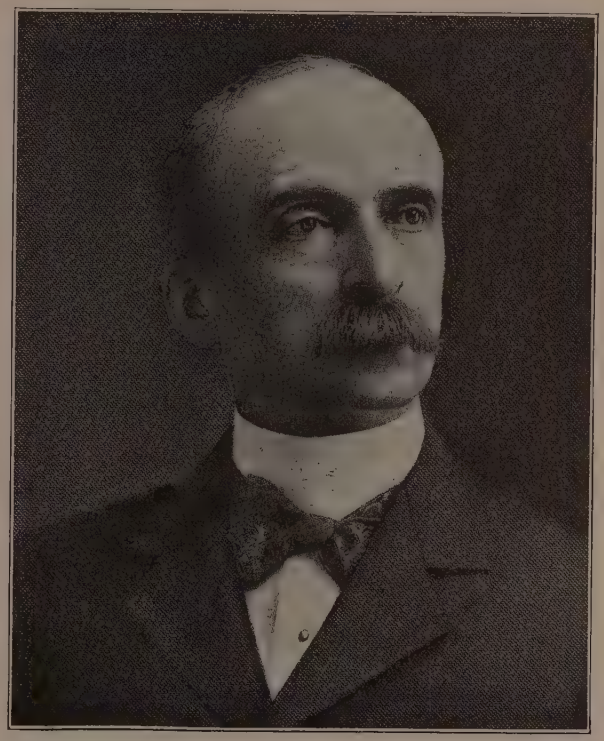
Shortly before his death Mr. Netcher took out a $500,000 life insurance policy, one of the largest ever to be given at that time.

A man of single purpose, keeping scrupulously out of activities that might interfere with his business. Mr. Netcher was happy in his home life and though economy was the keynote of his commercial success, he was lavish with both money and affection in matters relating to his family. He died June 20, 1904, following an operation for appendicitis.

CHARLES WELLINGTON PARDRIDGE

THE NAME of Charles Wellington Pardridge will ever be associated with the growth of the dry goods business in Chicago, for his founding of Hillman's Department Store was one of the steps that helped this city reach its present-day supremacy as a dry goods center.

He was born in Oneida, N. Y., June 15, 1841, a son of Anson Pardridge and Amanda Fields Pardridge. He was educated in the public schools of New York State, and, seeking a business career, secured a position as clerk in the dry goods store of C. Rive & Co., of Lyons, N. Y.



Later he moved to Buffalo, N. Y., and from 1861 to 1870 conducted a prosperous dry goods store there in partnership with his brother, E. Pardridge.

The growing fame of Chicago had now permeated the East, and in 1870 Mr. Pardridge decided to try his fortune in this growing young city. His Chicago career began in the year before the great fire, and from that time on the story of his achievements was closely linked with that of this city's growth and prosperity. He soon associated himself with Chicago's commercial activities, and with his brother founded the store of C. W. & E. Pardridge. Later they founded the Boston Store and conducted it for many years. Some time after, he established the dry goods house of Hillman's. He was president, treasurer, and a director of this company and was active in its operation until his death. He had many outside business interests, and his progressive and energetic spirit was reflected in all his affiliations. He accumulated large holdings in real estate, and for several years put much effort into the improvement of his lands.

Mr. Pardridge came to Chicago when only twenty-six, and grew with the city while some of its most important history was being made. Like so many others who settled in this city before it had attained its rank among the metropolitan centers of the world, he found his path no bed of roses. Founding any business is difficult, and involves considerable risk; Mr. Pardridge was beset by more than the usual obstacles because he was inaugurating a new store in a town where he was totally unacquainted. But his pluck and perseverance were not to be beaten. In a comparatively short time his straightforward and honorable methods of doing business had won him success and the high esteem of Chicago's foremost business men. He could always be depended upon for full support of any measure that contributed to the benefit and welfare of the city. His colorful career stands unmarred. Mr. Pardridge was interested in all improvements along mechanical, industrial, intellectual and moral lines.

He was married twice. His first wife was Theresa Marsland of Pittsburgh, Pa. Some years after her death he married Helen M. Bowen of St. Augustine, Fla., whom he also survived. He had three sons and two daughters by his first marriage, namely: Charles A., Edward W., Eva, Albert J. and May. Despite his many accomplishments, Mr. Pardridge was modest and unassuming, and strongly disliked any semblance of show. His host of friends regarded him as a man of earnest purpose, progressive principles, and unimpeachable business tactics. His vigorous efforts were devoted not only to the expansion and development of his own enterprises, but to the growth and betterment of the city he had chosen as his home. His contributions to the progress of Chicago are especially noteworthy because they were all made in a spirit of true unselfishness and never for political reasons. Although he had numerous opportunities to become a political figure, he always declined. Many of Mr. Pardridge's benefactions, both to individuals and institutions, were never made public because of his dislike of self-exaltation.

He was a Republican and was a member of the Chicago Athletic and South Shore Country clubs.

CLARENCE W. MARKS

CLARENCE W. MARKS, founder of the Chicago shoe company which bears his name, was born in the state of Vermont on January 4, 1844. His parents, John Wesley Marks and Julia Ann Marks died when he was about five years of age, and he was given home by some distant relatives, Mr. and Mrs. Carlos Hawkins of Reading, Vt.

As a young man he came west, settling in Plainfield, Ill., where he lived with Kendrick Hyland and his wife for some years. In 1868 he came to Chicago, finding employment with C. E. Wiswell & Co., retail shoe merchants on Madison Street, just west of State Street. Just before the fire of '71 he started a small jobbing business but was burned out by the great conflagration.

Hardly had the ashes cooled before he resumed business fortified by loans on his personal note without security. As may be surmised from this fact Mr. Marks was strictly punctilious in his business dealings, always buying and selling merchandise on a cash basis. Today, almost two decades after his death, his business still flourishes, mute testimony to the soundness of the principles on which it was organized and to the acuteness with which Mr. Marks selected the men to whom he could safely leave an interest in the concern.

Mr. Marks loved fast horses, not for what they could earn him, but for themselves. When the champion, Joe Patchen, came tearing down the home stretch at the old original Washington Park race track in Chicago, beating Star Pointer and winning the race, Mr. Marks exclaimed: "I don't give a damn for the purse; I wanted the horse to win because the horse wanted to." After the horse crossed the winning line, Mr. Marks went up to him and embraced him as he might have done to some very near and dear relative. He was fond of driving his own horses.

However, his only wagers on races in which his horses contested were friendly bets for a dinner or a theatre party with his personal friends.

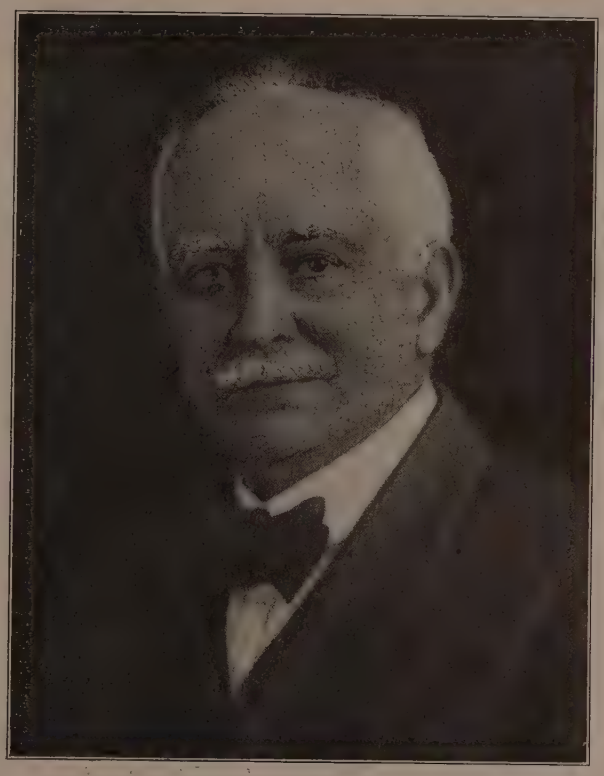
Mr. Marks was an exceedingly charitable man, contributing to anything of a worthy nature, but refusing to publish his numerous donations. On the day of the San Francisco earthquake in 1906 he sent his check for a thousand dollars to one of the local bank presidents telling him to use it where it would do the most good. After he had incorporated his business under the name of the C. W. Marks Shoe Company in 1902, he conceived a plan to distribute part of the stock among the old employes, relinquishing it on the advice of his attorneys in favor of a plan whereby those employes received a generous bonus every year equivalent to the profits and shares he had previously intended to distribute.

Although outwardly in good health at the time, Mr. Marks died very suddenly on the morning of December 18, 1909. His will, when probated, was sufficiently outstanding to provide the newspapers of January 1, 1910, with front page copy. He distributed his million-and-a-half dollar estate among no less than 138 individuals and 4 institutions. Included in the 138 were thirteen employes of the C. W. Marks Shoe Co. and the two nurses who attended him during the last ten years of his life, the latter receiving five thousand dollars each. His business, carried on by those employes to whom he entrusted it in his will, is continued along the lines he had mapped out for it many years ago; as a successful organization it remains a monument to his memory.

Mr. Marks remained a bachelor all his life. He never had any church affiliations, nor did he hold any public office. He was a member of the South Shore Country Club, and was a Republican in politics. And his favorite recreation was always driving his own horses.

MEYER WHEELER

"IF YOU can't say anything good about anyone keep still!" he used to say. But fortunately those who knew him best could say a great deal about Meyer Wheeler—could speak his praises in many a glowing term. One of the well-known merchants of Chicago before the Mauve Decade, he lived to see his name made even more famous by virtue of the widespread publicity of Wheeler's Cheerful Credit, a slogan of undoubted value.



Meyer Wheeler was born in Sinsheim, Baden, Germany, on January 22, 1845. Orphaned at the age of two years, he was raised by his grandmother, who sent him through the public schools. During his boyhood he emigrated to America.

His first position was in Galesburg, Illinois, where he went from Chicago in 1860, as junior clerk for the Schoenfeld Dry Goods Company. In Chicago afterwards, he worked for various firms. In 1869, after having thoroughly grounded himself in business procedure, he finally decided to go into business for himself, with his brother, Wolf Wheeler. Although only twenty-four years of age he was well qualified for the undertaking. The Wheeler Brothers opened a retail shoe store on West Madison near Carpenter where they remained until after the Fire. They then opened the first shoe store in the Chicago Loop at what was 74 East Madison Street according to the old numbering system. This was in 1872 and the store was located just two doors east of the celebrated McVickers Theatre. In this business he remained until 1890 when he sold out to his brother-in-law.

Meyer Wheeler then became president of the Crystal Rock Salt Mining Company, whose mines were located in Kingman, Kansas. In this business he remained for two years, selling his interest in 1892. In this year on the eve of the World's Fair he returned to the shoe business opening a store at 162 West Madison Street near LaSalle Street. In this business he remained until 1898 when he sold out to a nephew and temporarily retired.

In 1872 Mr. Wheeler had married Miss Fanny Goodkind, daughter of Benjamin and Clara Goodkind. There were several children: Ben, who died in 1894; Leo; Joseph; George; Florence; Irene; Rosa, who died in infancy; Elsie; Edith and Clara, deceased.

In September 1911 Mr. Wheeler emerged from retirement to found the now flourishing firm of Wheelers, Inc., with his sons. This concern is one of the most successful credit clothing establishments in the Middle West and is known to almost every rider of public vehicles by reason of the "Cheerful Credit" advertisements that appear in the racks above the windows. This business was installed at the corner of State and Adams Streets where it remains to this day. Mr. Wheeler was interested in the business to the time of his death on March 29, 1927.

Mr. Wheeler was a man who made many warm friendships, earning the devotion and respect of everyone who had the privilege of his acquaintance. He was a member of the old Lakeside Club, among others, where he was a familiar figure.

In politics he was a Republican, while his religious affiliation consisted in membership in the Kehilath Anshe Mayriv Temple (Jewish).

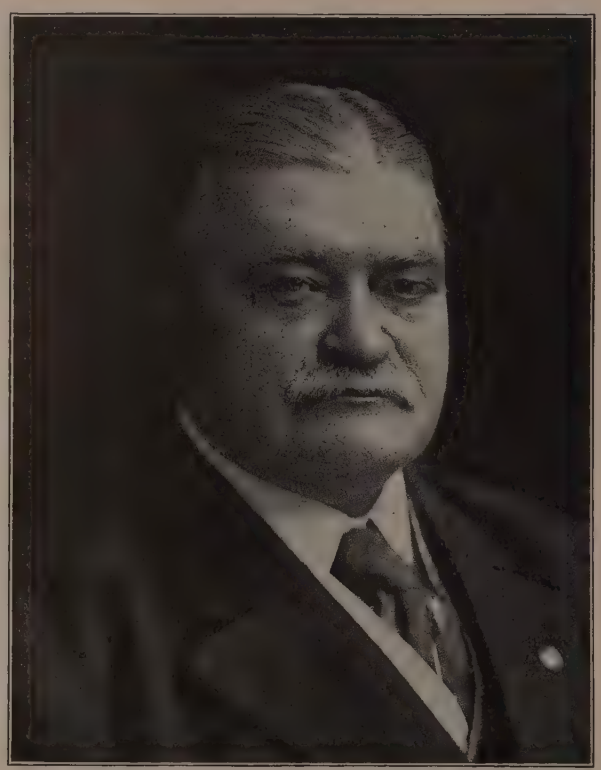
Of an essentially home-loving disposition, Mr. Wheeler was a decidedly beneficent influence upon his family. Despite the fact that during the last several years of his life Mr. Wheeler did not engage actively in the affairs of the concern which bore his name, his sons who carried on its activities were wont to solicit his opinion on any question of policy in which the elder Wheeler's mature judgment could be of value. Thus he continued as a potent moral force in one of Chicago's flourishing businesses even after he had ceased active participation.

Mr. Wheeler died in Los Angeles in 1927 after a long and useful life.

WILLIAM ALLAN PINKERTON

WILLIAM ALLAN PINKERTON—what romance, what mystery, intrigue and adventure—that name calls up, yet half of it is not and perhaps never will be known. Truth is indeed stranger than fiction and those who knew William Allan Pinkerton are among the first to acknowledge that truth.

Chicago of the latter part of the last century and of the first part of this century had its great crimes, its blood curdling tales of true life, as well as the Chicago of today. And in the intricacies of these somewhere, hidden from the glare of the public prints, nearly always could be found the name of Pinkerton or one of his assistants on the side of law and order — daring death, unravelling mazes that would baffle most men, and never boasting, just doing the job and getting the man.



Even today hardly a crime is committed but "the Pinkertons" are quietly at work upon it —men who go casually about their business of finding out what others can't find out. When the "experts" have given up, the "Pinkertons" are ready to do the job.

It takes a great organization to win a reputation like that. And William A. Pinkerton is one of the men who won the organization that reputation by making it great. He was called into the service by his father when he was sixteen. He remained in it until his death.

William Allan Pinkerton was born in Dundee, Illinois, April 7, 1846. His father William Allan Pinkerton, a native of Glasgow, had been involved in the Chartist movement and had taken his young bride Joan Carfrea to America. They had been shipwrecked and arrived in Chicago penniless. The elder Pinkerton, though a cooper, had won a reputation as a detective by catching a famous band of counterfeiters and the famous Fox River Valley train robbers. He organized the detective agency and guarded Abraham Lincoln on the way to his inauguration. Through personal bravery he saved the president from assassination and was called on to organize the United States Secret Service.

Young William, despite the blood stirring accomplishments of his father led a normal boy's life, boasting a trifle perhaps, to his school mates. He attended the public schools of Chicago until he was sixteen. Then, however, the elder Pinkerton found need for his son and called him into the secret service in 1861. Through the war young William served in the organization with the troops of Gen. John A. McClernand, commander of the Army of the Potomac.

After the war, William pursued a year of study at Notre Dame University, South Bend, Indiana, and then studied in a Chicago business college for a year. But the mystery of the detective work, the call for sudden, wise action, the thrill of danger, were in his blood and before long he was back in his father's service beginning as a clerk in the Pinkerton Agency.

The Pinkerton brains and the Pinkerton bravery, however, were in his blood and he made his way up to the title of Chief Assistant. When the elder Pinkerton died in 1884, William Allan became head of the Western Division of the agency in Chicago and his brother Robert, head of the Eastern division in New York City.

Properly to recount even one of the triumphs of the Pinkerton organization over skilfull and heartless criminal bands would require too much space here. But to those who love mystery the life of William Allan Pinkerton is well worth looking into.

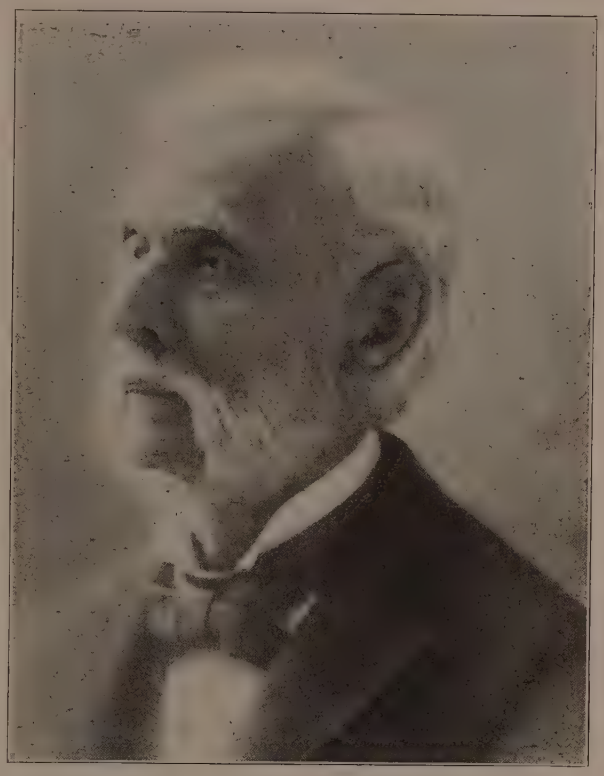
William Allan Pinkerton was married December 13, 1866, to Margaret Ashling, daughter of the Rev. Henry Ashling, an Episcopal rector of Batavia, New York. Mrs. Pinkerton died April 5, 1895, leaving two children, Isabel Joan, now Mrs. Joseph O. Watkins, and Margaret Allan, now Mrs. William Charles Pullman. Both daughters live in Chicago.

Mr. Pinkerton died in Los Angeles December 11, 1923, having written some of the most thrilling chapters in the story of Chicago.

JOHN WESLEY HEDENBERG

THE son of one of those hardy preachers of the gospel who worked week days at a trade in his little pioneer community, John Wesley Hedenberg brought virility, a stubborn adherence to ambition, an untiring body and mind to the work of making a place for himself and his family in the world. How well these sterling qualities served him in the purpose is explained by history.

John Wesley Hedenberg was born in Lexington, Kentucky, October 10, 1820. His father, the Reverend James Van Alst Hedenberg, a circuit rider out of Lexington, Kentucky, preached to several little Methodist congregations in the Lexington district on Sundays, reaching his appointments on horse back, and on week days plied the tools of a shoe-maker, shoeing the feet of the people of the district, carrying his supplies in saddle bags. His mother, Sarah Arents, came from a family of Revolutionary soldiers in Essex County, New Jersey. During the Blackhawk Indian War his father was located at Jacksonville, Ill., continuing his circuit riding to various Methodist pioneer churches.



John W. Hedenberg early studied Engineering and helped survey and build the first railroad in Illinois, namely the Northern Cross Railroad from Meredosia on the Illinois River to Decatur. This was the first section of the "Gridiron System" built, as all ties, timbers and strip rails were brought to the work via the Mississippi and Illinois rivers.

At eighteen he taught private schools for white children south of New Orleans near the Mississippi River, having in his classes several pupils older than himself. Later he was offered an appointment to West Point Academy but when his trunks were packed, John Wesley's mother pleaded with her son to give up his ambition for a military career and he, faithful throughout his life to his mother's slightest wish, gave up the opportunity.

He became attached to the firm of King, Fisher and Company, wholesale grocers in St. Louis. His duties took him to New Orleans and Chicago from about 1850 to 1860, and after the beginning of the Civil War, knowing the city of Chicago, he came north and located there in November, 1861, entering the real estate business in 1864. From that time on his faith in Chicago's future never weakened, he made Chicago his home for the rest of his life, remaining in the real estate business until his retirement.

On December 25, 1849, at Alton, Illinois, Mr. Hedenberg had married Isabella Challacombe, daughter of John Challacombe and his wife, Elizabeth Parminter, who had come to America from Devonshire, England, in 1844. They had seven children, Isabella, who married Jason R. Prindle, Sarah Elizabeth, who died in childhood, James Wesley, who married Lillah R. Higgins of Boston, Mary Henrietta, who died in childhood, Mary and James were twins, Adelaide, who died in childhood, Cecilia, who married Henry Whitlock and Cherrill Hedenberg Wells, the last two also were twins.

Mr. Hedenberg was an Independent in politics and a Methodist. He was a great friend of women's rights and one of the pioneers in Woman's Suffrage. He and his wife were personal friends and helpers of Susan B. Anthony. He died in 1902, his resting place being at Rosehill.

The multitude that is Chicago is made up of perhaps the most picturesque conglomeration of the races that exist. And in each race there are many strains that go to make up the whole character of the people. That Chicago has triumphed over its tragedies and emerged a leader among cities is due to the fact that families such as the Hedenbergs have leavened the mass, have given the city the impulse to rise. John Wesley Hedenberg in bringing his family to Chicago not only brought profit to himself and his descendants, but benefited the city itself.

LUTHER LAFLIN MILLS

REMINISCENT of the Raphael miniature entitled, "A Gentleman of the Old School," yet never losing sight of the progress of the twentieth century, Luther Laflin Mills combined the polished, elaborate dignity of bygone years with a suave and practical wisdom. These qualities enabled him to obtain a nation-wide reputation as orator and barrister.

Luther Laflin Mills was born in North Adams, Massachusetts, September 3, 1848. His residence there was very short, however, for at the age of one his parents brought him to Chicago, the city he has so ably served. His adopted home was always very dear to him. His first training was in the public schools of this city and his desire for further education was satisfied at the University of Michigan. The office of Homer M. Hibbard served as his school of practical experience for about three years.

In 1871, his work was proven worthwhile, for he was admitted to the bar. It seems a strange coincidence that at this period in his history Chicago was entering upon a newer, grander and broader development. During his four years of private practice he made himself an integral part of Chicago's legal activities.

Chicago needed young, enthusiastic and intelligent men to help her rise from the ruins. In both professional and civic life he will always be remembered.

Eighteen seventy-five found him entering a partnership with George C. Ingram and Edward P. Weber in the firm known as Mills, Weber and Ingram, but his public life was beginning to make inroads into his private practice. In 1876 he was elected State's Attorney of Cook County. Moreover it was during this period of service that Mr. Mills gained much of his renown. Among the many popular beliefs that existed at this time was one that Chicago was unstable and unsafe. As State's Attorney he did much to correct this impression, and during his administration was greatly feared by the criminal element. His activities and principles were of such high character that quite frequently, after his term had expired, he was called to assist in important cases. Cases in the national limelight that were his include the trials of the murders of Dr. Cronin and James Dacey, for the murder of an alderman, and he secured conviction for John Lamb for the murder of Officer Roe and of Peter Stevens for the murder of his wife. There are many others too numerous to mention.

A worthwhile public speaker is in great demand. It would be impossible even to estimate at how many occasions Mr. Mills gave freely of his good judgment and brilliancy. With the reporters of his day he was a great favorite, and with his business associates he always showed an amiability of spirit that enhanced his popularity. It is said that many of his addresses will live on forever.

In 1876 he married Miss Ella J. Boils of Saugerties, New York. They had five children: Matthew, Electa Boils, Mari Brainerd, Caroline Bigelow and Agnes Sheffield. It was a source of great delight to Mr. Mills when he could change his firm name to "Luther Laflin Mills and Matthew Mills." His son was admitted to the bar in 1903.

Mr. Mills never allowed business and politics to interfere with each other and conducted both together with no fear of the results, and the Republican party found him an ardent member. He adhered to the Presbyterian faith.

As a wise counsellor, advisor and welcome friend he was known to many labor organizations, and was an active member of the Civic Federation. Mr. Mills had the power to visualize for the greater masses and retained his humane tendencies until his death, which left a wide gap in the ranks of noted Chicagoans.

ROBERT T. LINCOLN

THE historic name of Lincoln is indissolubly associated with Chicago. Here the immortal Lincoln was nominated for the presidency in 1860, and from this city he journeyed to Washington, where for more than four years he piloted the country through the Civil War. And here was his body brought to lie in state when an assassin's hand had taken his life.

All the world knows the story of Abraham Lincoln; but comparatively few know the story of his modest, retiring, self-effacing son, Robert Todd Lincoln, who after the Civil War came to Chicago, and spent all his remaining years here except when he was abroad serving his country. Such was his dislike of publicity that even in his beloved Chicago it is not well known that he was a diplomat of a high order, and that if he had chosen he might have risen to any political office in the gift of the people.

Robert Todd Lincoln was born at Springfield on August 1, 1843, the son of Abraham Lincoln, a young lawyer, and Mary Todd Lincoln, daughter of an aristocratic Blue Grass, Kentucky, family. He went to the public schools in Springfield, and when his father was elected to the presidency, went to Washington and lived with his parents in the White House.

He entered Harvard University, and was graduated from there in 1864. He then entered the Union Army, and served on General Grant's staff with the rank of captain until the end of the war.

After his father's tragic death, young Lincoln studied law, and came back to Chicago to practice his profession. He became a member of the law firm of Lincoln and Isham, which handled some of the most important cases tried in the courts of Chicago.

Though politics was very distasteful to him, Robert Lincoln was one of the presidential electors in 1880, when James A. Garfield was chosen president.

In 1881 President Garfield appointed him secretary of war of the United States. When President Garfield had met the same fate that had befallen President Lincoln, President Arthur retained him in the cabinet until the end of his term.

Four years later, when President Harrison entered the White House, he appointed Mr. Lincoln minister to England. He served in this capacity for four years, and earned a reputation for real diplomacy in handling the delicate situations which arose.

But his distaste for anything which attracted public attention was not easily overcome. He much preferred private life, and from that time forth he devoted himself to his practice of the law. He became special counsel for the vast interests of George M. Pullman and all his palace car works—the same George M. Pullman who used to sell tickets to his new-fangled sleeping cars at the old Union Station in Chicago, and among whose customers was the tall Abraham Lincoln from Springfield.

His genius for directing the company's affairs was such that when Mr. Pullman died, he was chosen president of the Pullman Company. He resigned in 1911 to become Chairman of the Board of the Commonwealth Edison Company.

He married Miss Mary Harlan, daughter of James Harlan of Iowa, in 1868. To them one son was born, Abraham, known as "Jack" Lincoln, who died before he reached the age of maturity.

To those who really knew him, Robert Lincoln was one of the most lovable of men. But his modesty was such that he could not bear anything that called attention to him, fearing people might think he was trading on the name of his father. So he lived a beautiful private life, and passed away just as he would have wished—leaving poignant sorrow in the hearts of the chosen few who were close to him, but almost unnoticed by the world.

JAMES WESLEY HEDENBERG

JAMES WESLEY HEDENBERG has seen Chicago grow from 1861 until today. His father had been active in city real estate, staking his prosperity on a faith in Chicago as the industrial center of the Middle West. The son has lived to see that faith repaid—to see the young city of '61 spring into the group of largest and richest world metropolises. There are few men who have witnessed such romantic progress in any civic center as has James Wesley Hedenberg.

Mr. Hedenberg was born in Kirkwood, Missouri, September 18, 1855. His father, John Wesley Hedenberg was at that time in the commission business in St. Louis but in 1861 the family moved to Chicago which had caught the elder Hedenberg's fancy. From that time on Chicago was their home and their prosperity and happiness were closely tied to the prosperity of the city.

James Wesley was educated in the Chicago public schools, attending Skinner grammar school when Mr. Merriam was the principal. He went to work at seventeen for the Buchanan, Carpenter & Co., jobbers of carriage hardware, at $30 a month, but before long quit his job and enrolled at the Cook County Normal school, qualifying as a teacher, graduating December 1875.

His father had taught at the age of eighteen. The son was only a few years behind; for after completing his normal training he became an instructor in the Polk school district near La Grange, Ill., southwest of the city. Young Mr. Hedenberg also attended Bryant and Stratton Business college.

But his youthful ambition had been fired with the same vision of Chicago's future that had actuated his father, and as would be expected he found his ultimate place in the business world in the real estate field. After his father's retirement he went into business independently and has remained alone in the business.

His favorite business slogan is quick transactions —quick turnover. He is averse in the extreme to allowing business to turn stale in his hands.

Mr. Hedenberg married Lillah Rich Higgins, March 22, 1888. His bride was the daughter of John S. Higgins and Lucetta A. Swan Higgins of Boston. Her grandfather had established an oyster business in that city in 1828. It is still conducted by Mrs. Hedenberg's brother. The Hedenbergs have two children, Alfrieda, and John Wesley II, who has two sons, John Wesley III and Robert James.

Mr. Hedenberg is a student of Palestinian Archaeology, following with eager interest the work of the University of Chicago under the direction of Prof. James Breasted also Prof. Kyle, and reading many books on the subject. He has traveled in both the American continents.

Mr. Hedenberg is a member of the Presbyterian church. He is a quiet, but substantial backer of Presbyterian activities, is a life member, and a former chairman of the West Side Department of Young Men's Christian Association.

Under Mayor George B. Swift Mr. Hedenberg served on the library board. But he is a man whose intense interest in business has kept his life flowing smoothly in a channel of single purpose. In this library work he manifested the same enthusiasm as his business.

The story of the Hedenbergs is the story of Chicago after 1861—its rise to the mighty place it now holds in the world. It is a story well worth knowing and studying.

What writer of ages past could imagine a prairie lot sprouting a great white tower in less than a year's time or the swelling of the tide at State and Madison Streets? It has been a privilege to view for two-thirds of a century this superb development. And who, more than a real estate man such as the subject of this sketch, could have played a more important role in the drama?

SAMUEL STRAUS

AMONG the many German immigrants that came to Chicago in the wake of the Revolution of 1848 was Samuel Straus. Poor, with no resources save his own mind, he was yet destined to become one of the leading exponents of the Chicago legal profession. He was born in Kircheimbolanden, Bavaria, in the Rhein Palatinate on January 22, 1823, son of Simeon and Caroline Haas—more than a century ago. His early education was received at the Kaiserslautern University, Bavaria; later he became a schoolteacher. When the Revolution of 1848 broke out, he characteristically thought of his sisters before himself, sending them to the United States in 1848. It was not until three years later that he himself had saved up enough money to follow them to the Land of Opportunity. With him he brought his mother and his cousin Rosina.

Two years later the latter—Rosina Haas—became his bride. To Mr. and Mrs. Straus two children were born, Sarah on July 20, 1854; and Simeon on November 21, 1855. After the death of his first wife Mr. Straus was married again, to Adele Nathan, by whom he had four more children, Emanuel, Joseph, Julia and Carrie. Of his six children two survive, Sarah (Mrs. Samuel Despres); and Joseph, a vice-president of the Bank of America.

When Mr. Straus came to Chicago in 1853 his first position was with Henry Greenebaum and Company, for whom he acted as lawyer and general legal adviser. It is now three-quarters of a century since those days, and it is far, far easier for the young man of today to get a legal education than it was for Samuel Straus in the years when Chicago was an unimpressive concatenation of wooden buildings, just an overgrown Western town with little to boast of in the way of educational facilities. Today the young man of Chicago seeking a legal education drives his runabout up to the campus of the University of Chicago or Northwestern University, has a huge library at his command, and listens in comfort to his various lectures. But Samuel Straus had no such advantages. His law books he secured with difficulty; his studying was done alone and unaided during the evening by the flickering light of an oil lamp. But he learned thoroughly and so well that he was soon admitted to the bar by examination in Chicago, recommended by the States Attorney, as was the custom in those times.

Mr. Straus made a big name for himself in Chicago law. At one time he removed to Milwaukee, thinking that it would some day be the largest city on Lake Michigan. But Chicago has a strong lure for those who have known her; and Mr. Straus returned in 1856, residing here until his death on July 8, 1878.

Mr. Straus was a well-read man, being particularly fond of books on religion. He was a member of the K. A. M. where he not infrequently officiated at services. He was a 32nd degree Mason. He interested himself in politics in behalf of the Republican party, being candidate for alderman in 1876.

Mr. Straus was a large man physically, and possessed that expansive generosity and jollity that is generally associated with corporeal bigness. An unstinting contributor to charities, a man of distinctly genial personality, he had a legion of friends who were attracted by his altruism and affability. These qualities added to his interest in the affairs of his adopted city made him known and admired throughout the Chicago of the '50s, '60s and '70s.

In the law office at the southwest corner of Monroe and Clark streets many young lawyers, who afterwards made their mark gleaned a splendid training.

At the time of his death he was a well-to-do and exceedingly well-known lawyer, one of the city's leading barristers, having risen by sheer force of intellect and industry from the status of a poor German immigrant to that of one of the foremost men in his profession.

DANIEL J. SCHUYLER, SR.

THE drama of a great city such as Chicago, the spectacular growth out of the prairies of a city of 3,000,000 in less than a century is a spectacle worthy of the gods, but much of the romance is acted back stage, hidden by the wings from the general audience. The Schuylers, father and son, have had places back of the wings, as trusted lawyers they have seen the history unfold in all its intimate details. And they have played no minor, though unspectacular roles themselves. D. J. Schuyler, Sr. came to Chicago in 1872, a stranger. He was destined to know the affairs of the city with intricate detail. His son was destined to be an actor in one of the mightiest of the motifs of the Chicago symphony—the evolution of power, light, and transportation.

Daniel J. Schuyler, Sr., son of John Jacob and Sally A. Davis, was born on a farm near Amsterdam, New York, February 16, 1833, the year Chicago became a village. He is a descendant of Gen. Philip Schuyler of Revolutionary fame. Young Schuyler was schooled first by the hard taskmaster of farm life, remaining on his father's place until he was 17. Six months in the academy at Amsterdam and two years at Franklin academy, Delaware County, New York, followed and he was ready for his regular course at Union College, Schenectady, New York.

After three years of reading in the law office of Francis Kernan in Utica, young Schuyler took the examination and was admitted to practice at the New York bar in 1864.

But the trend was to the West and the young lawyer possessed of a keen and venturesome mind and a sturdy physique soon set out for Chicago. He found the sprawling young city so much to his liking that he never went back.

Hanging up his shingle, Daniel Schuyler proceeded to learn the city's business so well that his nearly half century of professional life has been the envy of the Chicago bar.

After the great fire, Schuyler formed a partnership with George Gardner which prospered until Gardner was elected to the Superior bench ten years later. An authority now, by virtue of his successful appearance in trial courts of every kind, it was not hard to find other partners. He joined his forces for a time with George A. Follansbee and later with Charles E. Kremer.

But the domestic life of Mr. Schuyler had prospered as he was winning the reputation of "the fighting lawyer" in the courts of Cook County, Illinois, and the United States. In 1865 Mr. Schuyler had married Miss Mary J. Byford, second daughter of Dr. William H. Byford, and the family residence at 3427 Vernon Avenue had consumed as much of his time as had the law offices and courts. And now a son was ready to join his father in the illustrious reputation of successful practice.

So the firm of D. J. & D. J. Schuyler, Jr. was formed and did a flourishing business at 913 New York Life Building for years.

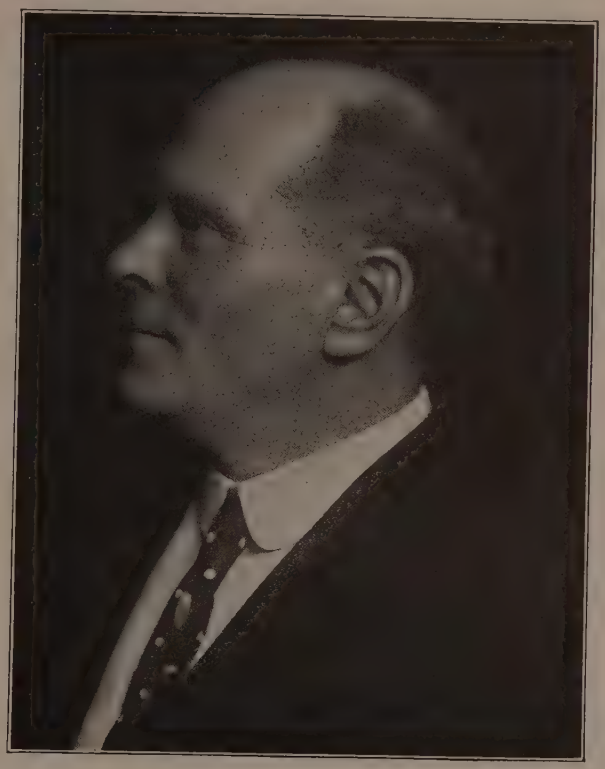
Mr. Schuyler had practiced intensely thirty-three years in Chicago before he could turn his attention to public matters.

Attorney Daniel Schuyler, Sr. was one of the organizers of the first Chicago Bar Association. He was president of the Holland society, and a member of Hamilton club. He not only brought a brilliant mind to Chicago, but a flavor of the old Knickerbocker manners of his ancestors into the social life of the city.

Still hale in his old age, upright and distinguished with his white hair, mustache and goatee, he became a noted figure in the city. But he had done his share of work and was ready to stand by, after training his son, and watch the progress of the Schuyler name in later Chicago. He died April 1, 1909.

SIMEON STRAUS

SIMEON STRAUS, son of Samuel and Rosina (Haas) Straus, was born in Milwaukee, Wis., on November 21, 1855. The family removed to Chicago when he was but six months of age. His early education was secured in the Chicago public schools; he attended the Jones Grammar School, graduating in 1869, and the Chicago High School, receiving his diploma in 1872. Thence, he went to the Yale Law School, graduating in 1874, just five years after he left grammar school.



His first position in Chicago was as attorney for Henry Greenebaum and Company, who rewarded his toil with $100 monthly. Later Mr. Straus became attorney for the German Savings Banks and the German National Bank. He was the first attorney for the Greenebaum Sons Bank when they started in 1878.

On February 24, 1880, he married Adelaide Eisendrath, daughter of David Eisendrath and Lisetta Loewenstein. The first Mrs. Straus died, and Mr. Straus married again, Mrs. Josephine Friedman in 1912. Mr. Straus had five children: Samuel Noel, now associate music critic of the New York Evening World; Dr. David C., one of Chicago's well known surgeons, Assistant Clinical professor of Surgery at Rush Medical College of the University of Chicago, Attending Surgeon to Cook county and Michael Reese Hospitals, Lt. Colonel, Med-Res. U. S. Army; during the World War served 11 months in France and was operating surgeon in an Evacuation Hospital attached to the First Army; Ira E., Junior member of the law firm of Simeon and Ira E. Straus; Marion, wife of Maurice Flexner; and Edna A. Mr. Straus' children, particularly Samuel and Edna, achieved notable honors in their academic work at the university.

Chicago contains thousands of lawyers; and so it is no easy thing to attain outstanding distinction. Yet Simeon Straus by his means of extraordinary mental endowments had become known as one of the foremost barristers in the city. He was regarded by many as the outstanding representative of the Bar in Chicago on wills, trusts and titles to real estate. He had detailed records of examination of chains of titles he personally examined in excess of 15,000, all indexed and tabulated. He is author of the Law Prohibiting Corporations From Practising Law—in force since 1917.

On the death of Judge Gardner in 1892 he was offered the judicial nomination by both parties and the non-partisan group, but he refused it; and refused it almost every judicial election thereafter for twenty years. Although he desired to be a Judge, one of his youthful ambitions, he found the judicial salary — then $7000 a year—inadequate to raise and educate his family.

Mr. Straus was an omnivorous reader, especially of history and biography. He was fond, too, of gardening and of outdoor sports, such as baseball and later, golf. He was a member of the Hamilton Club (Republican), the Art Institute (a life member), and of the Sinai Congregation. He was for many years vice-president of the Oakland Club, repeatedly declined the presidency. During the World War he was an unselfish, actively patriotic American; was head of the Legal Advisory Board of the First District of Chicago, and received the thanks of the government for his devoted and valuable services.

Mr. Straus was a living font of Chicagoana. His recollections extended back across seven decades of Chicago history, and many is the interesting anecdote he could tell of the days when his residence was on the present site of lofty office buildings—and even cable cars were things of the future.

Those who knew him best were keenly aware of his splendid intellect, absolute honesty and that almost uncanny memory which enabled him to keep at his finger tips a vast fund of general information. He had a purity and nobility of character that are seldom met with, and was a citizen of the highest type. Mr. Straus died May 24, 1928.

FRANK J. LOESCH

MR. LOESCH was born at Buffalo, N. Y., April 9, 1852. His father was a native of Baden, Germany, his mother was born in France. He was educated in private and public schools in Buffalo, then entered the Union College of Law in Chicago from which he graduated in 1874, receiving his degree of LL.D. from the Northwestern University and was admitted to the bar in Illinois that same year. Mr. Loesch did not immediately step into his place as an eminent jurist but served an apprenticeship with the rank and file in the humbler walks of business life. He began as an errand boy in a drug store in Buffalo and subsequently held various clerical positions until 1870. He was in Chicago at the time of the great fire, doing night duty as a bookkeeper with the Western Union Telegraph Company. This was followed by a clerkship with George Willard, when in 1881 he became a partner in the law firm of Col. R. Biddle Roberts. From that time his career has been one that has drawn to him the attention of the nation, and he has been in the public eye not only as a lawyer of exceptional ability, but as a citizen whom Chicago delights to honor.

Mr. Loesch specialized in estate and corporation law and is senior member of the firm of Loesch, Scofield, Loesch & Richards. He has been identified with various activities of the city and state, such as Chicago counsel for the Pennsylvania Railroad System, general counsel for the Chicago Union Sta. Company, member of Chicago Board of Education, the American Bar Association, the Illinois State Bar Association, president of the Chicago Bar Association. The outstanding features of his career, however, are his appointment in 1908 as Special State's Attorney in and for Cook County to investigate and prosecute election frauds, his election in 1928 and 1929 to the presidency of the Chicago Crime Commission, and his appointment by President Hoover in 1929 as one of eleven members of the Law Enforcement Commission designated by him in pursuance of the intention of law enforcement as expressed in his inaugural address.

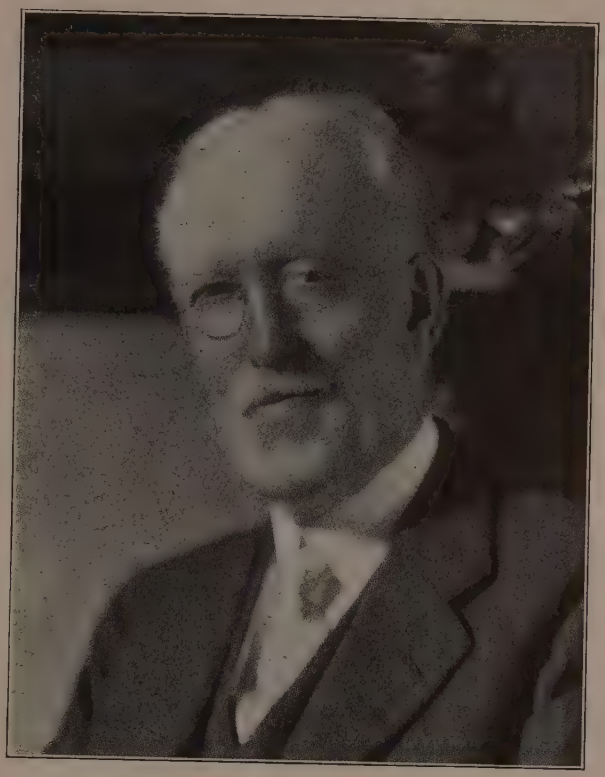
While president of the Crime Commission complaint was brought against three judges of the Criminal Court of Cook County for leniency toward criminals. A committee of six judges was appointed to hear the charges, which were not proven, although the gravity of the situation was clearly indicated and responsibility placed with the State's Attorney. The case attracted universal attention because it was the only case of its kind in judicial history where judges were tried by brother judges. The result was a great reform in the criminal court.

This, together with his work in connection with election crime and frauds, brought Mr. Loesch into such prominence that the appointment by President Hoover was a logical result.

Mr. Loesch is a keen analyst and deep thinker, searching always for the basic elements on which to build. He may be said to be at the zenith of his career and the honors with which his years of public service have been crowned lend to him a dignity that commands universal respect and places him in the forefront of Chicago's leading citizens. He is a prominent and active member of the Presbyterian Church of the United States and in 1928 was Commissioner of the One Hundred and Forty-first General Assembly of that denomination. For many years he has been a director of the Chicago Historical Society and has rendered great service to them in important crises. No citizen of Chicago today has his daily program more completely filled than has Mr. Loesch, the better part of his day being given to matters that have to do with Chicago's welfare. It is to men of this type, who place their civic duties before their personal affairs, that Chicago has just reason to be grateful.

THOMAS BRUNTON MARSTON

IT HAS been aptly remarked that to state a personality so delicately balanced as was Thomas B. Marston's is a task too difficult for nearly any builder of words. His was a nature of utter refinement, of sound culture absorbed from boyhood, of keen business judgment, of aristocratic retirement from public notice, but of vital force in the practice of his profession of law. He was one of the leaders of the Illinois bar for nearly half a century.



Born in St. Louis, Missouri, July 2, 1857, the son of Thomas and Emma Catherwood Marston, he came to Chicago with his parents in 1861. His family was one of refinement, and a love of the aesthetic in books, painting and music was nurtured in him almost from infancy. His education was almost entirely classical, culminating in his graduation at Yale with the degree of Bachelor of Arts, in 1879.

Immediately upon graduation, however, he entered upon the study of law in the office of Lawrence, Campbell & Lawrence, in Chicago, being admitted to the bar in 1881. Four years later he formed a business connection which lasted until the death of each of the other participants. He joined with Judge John A. Jameson and Walter W. Augur in the firm of Jameson, Marston & Augur. In 1888, upon the death of Judge Jameson, the firm name was changed to Marston, Augur & Tuttle, and in 1905 when Mr. Augur died, the partnership became Marston & Tuttle. Finally in 1912, when Henry N. Tuttle died the firm was dissolved for all time, and after that Mr. Marston practiced alone.

In Thomas B. Marston, associates and legal opponents alike recognized a peculiar fineness of soul coupled with a deep insight into the mainsprings of human existence and the motivations of human actions. His practice of law involved the most scrupulous integrity, yet his perception and keenness of insight enabled him to win a position of high standing. As an opponent before the bar he engendered respect; as an ally, he raised confidence; yet always he was the quiet gentleman of knowledge and refinement.

Mr. Marston's retiring nature did not allow him any public contacts outside of his profession. In business he was a man of business; in his private life he insisted upon privacy.

In matters of business Mr. Marston exercised a perfect balance of ideas and a judgment that was nearly always correct. He was one of the organizers of the Chicago Title and Trust Company, and was the first secretary of that company, and for many years a director. He was also a director of the Link Belt Company. In political matters he remained always sane and always keen.

Mr. Marston was married to Julia Dale Ewart in 1896. The Marstons had two children, Dorothy Ewart and Thomas Ewart. Their Lake Forest home was the reflection of the refined culture that was the keynote of Mr. Marston's entire life.

The veteran lawyer was a member of the American Bar Association, The Illinois Bar Association and the Chicago Bar Association. He was a charter member of The Law Club, being vice-president in 1892 and 1898, and president in 1899.

Quietly active in politics, he followed the Republican ticket. He was a member of the Protestant Episcopal Church. His clubs included the University Club, of which he was a charter member and which he held the office of vice-president and director; the Caxton Club, the Onwentsia Club, and the H-Y-P Club. His recreation was golf.

He won, through his unfailing integrity, his perfect balance and his deep culture, an enviable position in the Illinois bar. Mr. Marston died September 29, 1927, leaving behind him a reputation in his profession, and amongst those who knew him in his private life, which may well be envied by every true Chicagoan.

JACOB NEWMAN

IT is not possible to mention the leading luminaries of the Chicago Bar without including the name of Jacob Newman. He is a man who, entirely by his own efforts, climbed from obscurity to eminence.

The son of Salmon and Pauline (Lewis), he was born in Germany on November 12, 1853. When he was but four years of age his parents immigrated to America, settling on a farm in Butler County, Ohio. From Jacksonburg, a village in this county, he removed to Noblesville, Indiana, where he attended the public schools of that town until 1867. In the summer of that year he came to Chicago.

Then, as now, it was no simple matter to come into a great city and make one's own way; but Jacob Newman with characteristic ability and industry worked so hard and well that at the end of two years time he had saved an amount sufficient to enable him to matriculate at the old Chicago University and continue his studies there. Throughout his entire four years of college he worked his own way. He secured his A. B. degree in 1873.

Graduating from the Chicago College of Law, he was admitted to the Illinois Bar in 1875, and immediately formed a partnership with Judge Graham, under the firm name of Graham and Newman. Three years later, when Judge Graham moved west, the partnership was dissolved and Mr. Newman continued the practice alone until Spring, 1882. At that time he joined forces with Adolph Moses; for years the firm of Moses and Newman enjoyed a high reputation in Chicago legal circles. In 1890 Mr. Newman withdrew from this partnership, forming the firm of Newman, Northrup, Levinson, and Becker. Finally, Mr. Newman formed the firm of Newman, Poppenhausen, Stern, and Johnston, of which he was the senior partner.

Mr. Newman was a member of the American Bar Association, the Illinois State Bar Association, and the Chicago Bar Association. In private life he was also member of several clubs,—the Ravisloe Country Club, the Hamilton Club, the Downtown Club, the Standard Club, and the Union League Club, of which latter he was a charter member.

Mr. Newman was married on May 30, 1888, to Miss Minnie Goodman, daughter of Hugo Goodman. The Newmans had three children, John Hugo, Elizabeth (Mrs. Joseph Traunstein), and George Ingham Newman.

Mr. Newman's favorite recreation he described as golf. He resided at the Windermere Hotel, East; and had offices at 11 S. La Salle Street.

If the phrase "true blue Chicagoan" has any meaning at all, it typified Mr. Newman. A man who for more than sixty years had contributed to the city of his adoption the best efforts that capability, industry, and sterling integrity can summon, he achieved a reputation that is a model for young lawyers—or indeed young men in any profession—to strive for.

Among Mr. Newman's many triumphs as a lawyer, perhaps the greatest was the case which he won for the Maple Flooring Association before the Supreme Court of the United States. It was a case of nation-wide importance, for on it hinged the continued existence of every Trade Association in the country. Had the decision gone wrong, had Jacob Newman slipped up on one little point, every such association would have forthwith been wiped out.

But Mr. Newman did not slip up: he won a sweeping victory, which stands in the record books to his lasting credit. It also remains in the minds of thousands of men whose livelihood was threatened, and who were saved by the genius of a truly great barrister.

Although Mr. Newman could well "rest on his laurels," his love for his profession was such that each day found him at his desk, actively at work up to the time of his death in September, 1928.

LESLIE CARTER

LESLIE CARTER, one of the outstanding lawyers and business leaders of his day, was the descendant of a fine old Scotch family, and his life was moulded by the characteristics inherited from his sturdy ancestors. He died in 1908, when only fifty-six years of age, but he left the impress of a strong man on the city.

His father—James Carter, born in 1818 in Aberdeen, Scotland, a lawyer and banker, came to America in 1839. The elder Carter located at Galena, Illinois, where he took a position in the bank of George Smith. On a visit to his old home in Scotland in 1850, he married Miss Helen Andrews Leslie, and brought her to Galena.

There Leslie Carter was born on August 28, 1852, studied under a tutor at home until quite a lad, and entered the Galena Academy.

The family removed to Chicago in 1858, and established a home at 150 Wabash Avenue, at the corner of Monroe Street. In those days Wabash Avenue was a tree shaded dirt road in dry weather, and near bottomless when it rained. While residing there Leslie and his elder sister attended the fashionable academy of the Misses Lane and Baker. Later Leslie and his brother Ernest were students at the old Dearborn School on Madison Street just west of State Street, which at that time was a residence street.

At the close of the Civil War the family removed to Philadelphia, after three years going to New York. Leslie entered Yale University, and his parents and sisters went for a visit to relatives in Scotland, later traveling on the continent. While they were abroad the Great Fire of 1871 swept Chicago, but the securities of the elder Carter being in the George Smith vaults in Chicago, were not destroyed.

Mr. Carter, Sr., died in New York in 1873, and his widow obeyed his deathbed instructions to return to Chicago with the children to make it their home. For years the family home was on Indiana Avenue.

Mr. Carter met, at the hospitable home of General Steger, a Miss Caroline Dudley of Dayton, Ohio. Their acquaintance was renewed some time later when they met by accident at Waukesha, Wisconsin, and they were married. They had one son, Leslie, who survives.

After being graduated from Yale Leslie Carter entered Columbia to study law, and returning to Chicago took the law course at Northwestern University.

His practice of law began in the office of E. B. McCagg. Later he entered into a partnership with Edwin Walker. This relation continued until 1885, after which Mr. Carter practiced alone.

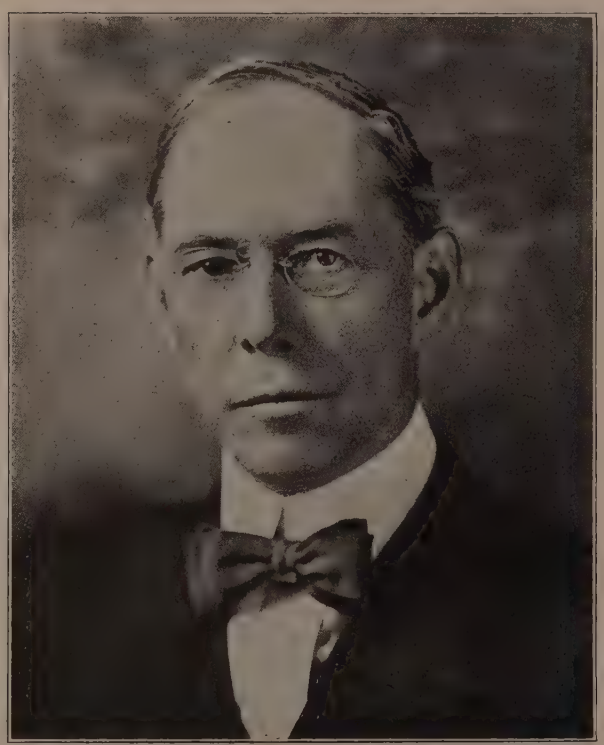
It was as a lawyer and a manager of corporations that Leslie Carter wielded his greatest influence. He was attorney for a number of clients who were interested in the South Side Rapid Transit Company, and himself became an investor in the company. When the corporation became bankrupt Mr. Carter having been made chairman of the bondholders' protective committee, safeguarded their interests through the litigation, and when the property was put up for sale bought it, reorganized it into the South Side Elevated Company, and was elected president. Mr. Carter was long connected with the Chicago Chamber of Commerce.

President of the Chicago Dock Company from 1887 to 1895, and of the Calumet and Chicago Canal and Dock Company from 1895 he held the latter office until just before his last illness.

Leslie Carter was a strong character, generous and just, but fixed as adamant when he had made up his mind upon the right course of action. Withal he was a loyal friend and a charming host but a formidable adversary. Mr. Carter was famed as an after-dinner speaker, and a brilliant conversationalist.

JOHN VILLIERS FARWELL

THE name of John V. Farwell will be remembered long by thousands whom he personally has helped, by countless other thousands who have been blessed through organizations he has headed and by a city whose beauty he has cherished and whose stupendous growth he has fostered. His nation has been rendered financially sounder for his labors, his city has prospered the more because he has lived and labored and his fellow man has been happier because he has held out a helping hand over the dangerous precipices of life.



John V. Farwell was born to personal fortune and high place. He has more than repaid his community for that good fortune.

Mr. Farwell was born in Chicago, October 16, 1858. His father, John V. Farwell, was one of the pioneers in Chicago and had won eminence as a wholesale dry goods merchant and a man of public affairs. Hismother Emeret Cooley Farwell was a pious and charitable woman.

Prepared for college in Chicago Academy, Lake Forest Academy, Williston Seminary Easthampton, Massachusetts, John Farwell was graduated from Yale in 1870. After a trip around the world, he brought back a much needed knowledge of culture to his native city and a love for the place of his birth and the men, women and children who lived there.

In 1880 young Farwell went to work in his father's establishment as a clerk in the credit department at $10.00 a week. He was capable and proved himself exceedingly well fitted to carry on the destinies of that organization which he piloted until its sale in 1927.

But the story of John V. Farwell is more the story of the awakening of a social conscience in Chicago than the tale of a personal fortune amassed.

Education, pictures, and cleanly young manhood were his "hobbies" but he was not content to have fine things around him and to move in the best society while others in his city were cramped and warped in unwholesome environments. He was an ardent church worker in the Presbyterian congregation and early manifested a particular interest in the young men growing up in and coming into the great industrial center.

For years he was a powerful worker for the Young Men's Christian Association and climaxed his service with a long term as president of the board of trustees of the Chicago "Y". He was vitally interested in the destiny of Chicago and realized that if it were to be more than a gigantic hodge-podge there must be some scheme of development. He became a member of the executive committee of the Chicago Plan Commission upon its organization and has continued his service there.

His appreciation of the hardships his less fortunate fellow Chicagoans faced led him to organize and serve as president of the first State Pawners' society, dedicated to the loaning of sums to the poor at a low rate of interest.

He devoted his zeal to higher education as a trustee of his Alma Mater, Yale. His charities throughout his entire life have been substantial, many and quiet.

In 1897 he was chairman of the committee of twenty that formulated and helped pass the new Revenue law. As president of the National Citizen's league for the promotion of a sound banking system from 1911 to 1913 inclusive, he was influential in the formation of the Federal Reserve system. In 1917 and 1918 Mr. Farwell was chairman of the district War Exemption board.

On May 20, 1884, Mr. Farwell married Ellen S. Drummond, daughter of Circuit and Federal Judge Thomas Drummond. They had one child, Katherine. Following his wife's death, Mr. Farwell on April 4, 1919, married Mrs. Dunlap Smith.

Mr. Farwell's clubs are the Chicago, University, City and Attic clubs in Chicago; the University and Yale clubs, New York, and the Onwentsia, Old Elm and Shoreacres golf clubs.

LEVY MAYER

OF all the great barristers whose forensic eloquence and high character have made the Chicago Bar respected and admired, none outshines Levy Mayer, whose extraordinary qualities of mind and personality have made him almost unique in the city's legal history.

He was the sixth of the thirteen children of Henry D. and Clara Goldschmidt Mayer, natives of Bavaria, and emigrants to the United States in 1855. Born in Richmond, Virginia, on October 23, 1858, he was brought to Chicago by his family in 1863 to escape the inimical conditions that existed in his native city during the Civil War. The Mayers settled on the Northwestern Plank Road, known today as Milwaukee Avenue. Levy Mayer was sent to the now-historic Jones School at Harrison and Plymouth Court. Later he established a fine record at the Chicago High School, whence through the generosity of his older brother David he went to the Yale Law School. Here he studied very assiduously, winning a prize in his junior year and the second class honors in 1876, the year he was graduated.

Returning to Chicago from New Haven, Mr. Mayer became assistant librarian of the Chicago Law Institute in "The Old Rookery," where he received four dollars a week for making himself useful. Here he remained for three years, writing legal magazine articles and revising old legal treatises in his spare time, and actually giving valuable data to the best-known lawyers of the time.

In 1881 he was taken into partnership by Adolf Kraus, an established lawyer whom he had met as adversary in a case Mr. Mayer, still at the Institute, was defending for his brother David. In 1887 Philip Stein was taken into the firm, and in 1892 Thomas A. Moran. The same year Mr. Stein withdrew. Later Carl and Abraham Meyer, Mr. Mayer's brothers-in-law, were taken into the firm, Mr. Kraus retired and Judge Moran died. Subsequently, the firm became Mayer, Meyer, Austrian and Platt, one of Chicago's foremost legal firms.

Mr. Mayer, a fine business man and an indefatigable student of law, was fast becoming a favorite among Chicago's leading merchants and corporations. His masterly defense of the men prosecuted in connection with the Iroquois fire, and the subsequent acquittal he secured, as well as other work done for the theatrical interests, nearly all of whom he represented as counsel at one time, contributed much to his growing fame.

One of the most brilliant successes in Mr. Mayer's entire career was his famous defense of the Chicago packers against prosecution under the Sherman Act. The splendid acquittal he won in a long court war that lasted for years and involved an almost unbelievable amount of effort is not only legal history but national history too. Mr. Mayer's spirited stand against war-time prohibition likewise secured much prominence. Many and many were the cases that Mr. Mayer handled, and great were the issues on which some of them hinged. Mr. Mayer was one of the foremost minds in American law.

Mr. Mayer made numerous speeches in favor of a subway, in favor of electrification of railways, against the League of Nations, interesting himself in all public questions. During the war Mr. Mayer was a militant speaker and a subscriber of Liberty bonds to the extent of a million and a half dollars. After the war Mr. Mayer's activities in connection with the Continental & Commercial banking merger and other noted cases occupied his time.

Mr. Mayer's devotion to his wife, children and grandchildren is revealed in the affectionate correspondence with them, which has since been published in his biography by Edgar Lee Masters. When he died, on August 13, 1922, messages of sympathy came from personages all over the world.

To the last he used all his remarkable ability in what he considered the Just Cause.

JULIAN WILLIAM MACK

A QUIET, distinguished career that has brought honor upon himself, his city and his race, is that of Judge Julian Mack, whose years on the bench have been notable and whose works of charity and social betterment have won him high place in the councils of the city.

Julian William Mack was born July 19, 1866, in San Francisco. His parents, William J. and Rebecca Tendler Mack, moved while he was a youngster to Cincinnati, where he received his public school education. He was graduated with the degree of LL. B. by Harvard University in 1887 and the following three years enjoyed the fruits of his application as a Parker Fellow at the Universities of Berlin and Leipzig.

His foreign studies complete, young Mack came to Chicago in November, 1890, and began as a professor of law at Northwestern University five years later, to make his presence felt in the noisy city.

In the meantime he had built up a comfortable practice in the city. In 1902 he severed his connection with Northwestern and joined the faculty of the University of Chicago, where he lectured for a number of years.

From that year on his career became public and despite its length it is marked throughout with sound judgment and true knowledge of the law. In May and June of 1903 Mack served as a member of the Civil Service Commission, but resigned that post when he was elected judge of the Circuit Court of Cook County. For eight years he sat on that bench, serving as Judge of the Juvenile Court for the last seven years and establishing there a record for understanding of juvenile delinquents and their betterment that won the attention of social workers throughout the country.

His long service on the circuit bench was rewarded in 1909 with a term as Judge of the Appellate Court. And in 1911 his career was climaxed with his appointment as Judge of the United States Circuit Court.

On February 4, 1911, Judge Mack took up his duties as a Justice of the United States Commerce Court and continued in that office until the war called him to new duties.

July 13, 1917, he was assigned the arduous position of chairman-secretary on compensations of soldiers and sailors and their dependents of the Commission of Labor of the National Defense Council. The same unperturbed service characterized his war work as had made his peace record notable. The scope of his activity broadened with his selection as umpire of the National War Labor Board and member of the Board of Inquiry on Conscientious Objectors of the War Department.

Distinguished as Judge Mack's career has been as a jurist, it is in no way greater than his works as a sociologist and director of sociological movements. He is a former overseer of Harvard University. He is President of the Palestine Development Council, ex-President of the American Jewish Congress; Zionist Organization of America; Comite des Delegations Juives; Paris National Conference of Jewish Social Work; National Conference of Social Workers; the Friends of Russian Freedom of Chicago; the Immigrants Protective League and the Infants' Welfare Society. He is ex-President of the Children's Hospital Society and the Society for Social Hygiene. He is a director of the Associated Jewish Charities and a member of the American, Illinois and Chicago Bar Associations.

His clubs include Harvard, of which he is ex-President; Chicago Literary, City of Chicago and Harvard and City of New York, the Cosmos of Washington and the Harvard of Boston.

On March 9, 1896, Judge Mack was married to Jessie Fox of Chicago. They have one daughter, Ruth Jane. Judge Mack is now a resident of New York City.

HAROLD L. ICKES

PROMINENT lawyer, hard fighting leader in strenuous political campaigns and civic movements, Harold L. Ickes is a well-known figure in contemporaneous Chicago history.

Born March 15, 1874, in Blair County, Pennsylvania, the son of Jesse Boone Williams and Martha Ann (McCune) Ickes, he became a Chicagoan by accident and has remained one by preference. Coming here in his youth after the death of his mother, he attended the Englewood High School and then entered the University of Chicago in the Autumn of 1893. He won his A. B. degree in 1897 and after an interval of seven years' absence from the campus he was awarded his J. D. degree, Cum Laude, by the Law School.

The period between graduating from the Academic Department of the University and entering the Law School was spent by Mr. Ickes as a reporter on the old Chicago Record, the Chronicle and the Tribune, and in political campaigning.

The temporary culmination of a series of municipal campaigns to wrest Chicago from the hands of the professional politicians came in 1911. In that year Mr. Ickes managed the mayoralty campaign of Professor Charles E. Merriam who was nominated by an overwhelming vote but was defeated at the general election.

The Progressive Party movement in 1912 brought Mr. Ickes actively into the National political field. Beginning as County Chairman of the Progressive Party, he served successively as State Chairman, National Committeeman and member of the National Executive Committee. During this period he came into frequent and intimate contact with former President Theodore Roosevelt and the house warming of the then newly built Ickes residence at Hubbard Woods was the occasion of a luncheon given in honor of Colonel Roosevelt.

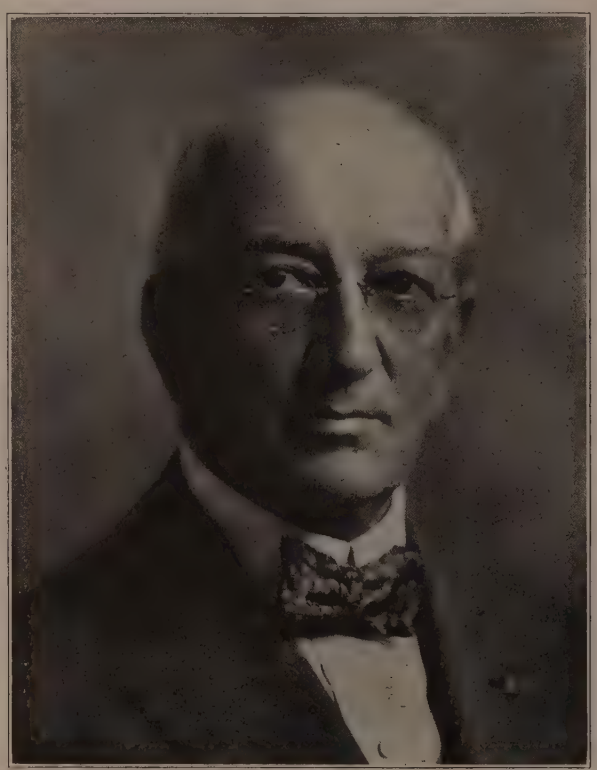
Mr. Ickes was a delegate-at-large to the Progressive National Convention in 1916. Later Charles Evans Hughes, the Republican candidate, selected Mr. Ickes as one of the National Campaign Committee of sixteen members to which Mr. Hughes entrusted his canvass. Mr. Ickes was a delegate-at-large to the Republican National Convention in 1920. He voted for Frank O. Lowden of Illinois for president until the last ballot, when he swung to Senator Hiram W. Johnson against Senator Warren G. Harding. In 1924, he was the Illinois manager of the campaign of Senator Hiram W. Johnson for the Republican nomination for president. He actively supported William E. Dever in his successful fight for the mayoralty of Chicago in 1923, and four years later engaged just as earnestly in Mayor Dever's unsuccessful re-election campaign.

At the outbreak of the World War, he was made Chairman of the Illinois State Council of Defense Neighborhood Committee. Subsequently, he went to France for the Y. M. C. A. While in France he was attached to the 35th Division and he was with that division in Lorraine and when it went into the final drive in the Argonne. At the time of the Armistice, he was in Paris on his way to G. H. Q. of the American Army with a written recommendation from the general commanding the 35th Division that he be given a commission in the army and be reassigned to that division.

Mr. Ickes married in 1911. The family home since 1916, has been in Hubbard Woods. He is a member of the Chicago, Illinois and American Bar Associations, the English Speaking Union and a Son of the American Revolution. His college fraternities are Phi Delta Theta and Phi Delta Phi and his clubs are: University, Union League, City (of which he was a charter member), Mid-Day, Indian Hill, Chicago Riding, Indian Hill Riding, Lake Geneva Country, Congressional Country of Washington, and Croatan Country of Roanoke, Virginia.

JAMES ROSENTHAL

NEARLY half a century of active practice before the Illinois bar has won for James Rosenthal a deep understanding of the undercurrents of Chicago's life, an enviable reputation as a lawyer and a spotless name as a public minded citizen. He has done much to better Chicago's educational system. He has striven to better the condition of the thousands of youngsters born in the city without the advantages that every child should have. A great lawyer himself, he has become a well-known collector of the work and relics of another great Illinois lawyer, Abraham Lincoln.



James Rosenthal was born in Chicago April 10, 1859, the son of Julius and Jette Wolf Rosenthal. His father, one of Chicago's early lawyers, knew the city by heart and was versed in many of its real estate and probate tangles. James carried on in unbroken sequence the family reputation for honest and efficient practice. He was educated in the Chicago public schools and entered the Chicago high school shortly after the fire. In those days knowledge of real estate in the city was almost priceless and his father became a much demanded practitioner. Completing high school, young Mr. Rosenthal went east to Yale and was graduated there with the LL. B. degree in 1880. His graduation marked his admittance to the Connecticut bar and in July of the same year he was admitted to practice in Illinois.

Entering his father's office, Rosenthal & Pence, he enhanced there during the next five years the invaluable information he had gained in boyhood from his father, and balanced it with the experience of actual practice.

The year following the close of the World's Columbian Exposition, Mr. Rosenthal became the senior partner in Rosenthal, Kurz & Herschl, augmenting his practice in real estate and probate law by a wide and sound general practice that won him the name of one of Chicago's leading attorneys. Following the death of Mr. Herschl, the firm reorganized under the name of Rosenthal & Kurz and the two partners practiced together until May 1, 1916, when the firm of Rosenthal, Kurz & Houlinan was organized. This firm flourished until it was again reorganized in 1922 as Rosenthal, Kurz & Tiedebohl. In addition to his legal practice Mr. Rosenthal serves as a director of Rogers & Co., printers.

Always interested in public education, Mr. Rosenthal performed for Chicago a distinguished service while a member of the board of education from 1891 to 1894 when he organized the architect's bureau of the board which still is one of the system's most important functioning units and saves Chicago millions of dollars in the cost of new school buildings—an ever increasing figure, as the demand for new housing facilities is each year larger with the growing number of Chicago children.

His desire for equal opportunity for every youngster in the city where he had prospered led Mr. Rosenthal to become one of the organizers of the Young Men's Hebrew Charity Association which has loaned a helping hand to many a youngster whose name stands out in the recent history of the city.

Mr. Rosenthal was married to Emma Friedman, the daughter of Jacob Friedman. Two children, Ernest and Ralph, were born before her death, December 24, 1910. On April 28, 1913, Mr. Rosenthal married Cora Lindauer of Chicago. The Rosenthals reside at the Chicago Beach Hotel.

Mr. Rosenthal is a member of the American, the Illinois State and the Chicago bar associations, and the Chicago Law Institute. He is a republican in political convictions.

Mr. Rosenthal is a member of the City, Hamilton, Standard, and Ravisloe country clubs. His favorite recreation is a round of golf with a man with whom he can share some of his intimate recollections of Chicago's marvelous growth to world magnitude.

HENRY LEVY STERN

HENRY LEVY STERN was another of those silent men, known vaguely as a powerful factor in the life of the city, but a vague person to the millions who thronged the streets in front of his loop office. He was one of the builders of Chicago but he went about his business so unostentatiously that the attention of business associates and a few intimates only was attracted. He was a prominent lawyer, this phase of his activities being generally known. But he was also an official and part owner of a large State Street department store, one of the city's largest outlying mercantile companies and a director in several large banks. His life is an illustration of the breadth of activity that is required of a good lawyer.

So much for his public career, but the memories left by Mr. Stern in Chicago are more than a public career. It is platitudinous to say of a man that he was loved by all who knew him. In the case of Henry L. Stern, however, such a statement is the profoundest of truths. His quick mind and his cameraderie were as ready for all when he was a millionaire as when he was a penniless beginner on life's long road.

Mr. Stern was born in St. Louis, Missouri, July 7, 1875, the son of Levy and Babette Sachs Stern. His education was of the broadest obtainable, he obtained degrees from three widely separated universities and his keen mind was able to profit by the contrast of ideas in the different sections of the country where his training was obtained. He won his A. B. degree from Washington University in 1895 and then came to Chicago. The following year at the University of Chicago he was granted his A. M. degree and decided on law as his field of professional activity. Going east, he obtained his legal education at the Law School of Columbia University, emerging to take up his professional duties, and his struggle to reach the top, in 1898.

His year at the University of Chicago had made a deep impression upon his sensitive mind. The city just coming into the most glorious period of her industrial supremacy, would strike any imagination, with its bustle and extensive building, its rush and its friendly mixture of all the peoples of the earth joining hands in building a new empire out of the fertile valley surrounding the new metropolis. So prepared to make his way as a lawyer, young Mr. Stern chose Chicago as the arena of his encounter with life. He remained in Chicago through all his days.

One of his early law associates was General Abel Davis, the veteran and prominent Chicagoan of the last four decades. But before many years of practice, he had joined forces with the distinguished La Salle street firm of Newman Poppenhusen, Stern & Johnston, where he remained until the time of his death.

His career was quiet. The multitudes that make up the life of the city went about their business paying little if any attention to the affairs of this one man, but by the time his career was complete he had become a leader in several of Chicago's large enterprises as well as one of the city's most eminent and influential attorneys.

He was a power in the financial life of the community as a director in the Bank of America and the Greenebaum Investment company.

Mr. Stern was married to Cora Weinberg of Chicago, in 1901. The Sterns had two children, Elizabeth, now Mrs. Elizabeth S. Loeb, and Gardner H. Stern. The family home at 5000 Woodlawn avenue was a scene of happy domestic life and social activity for years.

Mr. Stern was a member of the American, Illinois, State and Chicago Bar associations and the Standard, Down Town, Ravisloe country and Lake Shore country clubs. He died in California February 24, 1928. His body lies in Rosehill cemetery.

DANIEL J. SCHUYLER, JR.

WELL started on the road to legal fame by his father's guidance, Daniel J. Schuyler, Jr. has kept well the trust placed in him and has carried the family name to new heights in the high ranks of gigantic industry, and metropolitan affairs. He has had great clients and has participated with success in the battles of intellectual titans on their behalf.

Daniel J. Schuyler, Jr. was born in Chicago, Sept. 27, 1874, when the city was just beginning that remarkable march to world pre-eminence that followed the great fire. His father Daniel J. Schuyler, Sr. was just then making an enviable reputation for himself in the city for which he had deserted the Knickerbocker holdings of his ancestry.

Daniel was educated in the Chicago public schools and Harvard preparatory school and won his LL.B. from the Northwestern University law school in 1896. The same year he was admitted to the bar and three years later was admitted to his father's firm.

By 1909 he was beginning to win fame as a corporation lawyer. Single handed he had negotiated the sale of the Tremont House and the Commercial Hotel. Soon the firm of Schuyler, Jamieson & Ettelson was formed, later becoming Schuyler, Ettelson & Weinfeld known to Chicagoans as very powerful in affairs of the city, state and nation.

As Lake Front Counsel for the Illinois Central Railroad he successfully negotiated the so-called "Lake Front Ordinance" which was passed by the City Council of the City of Chicago on July 21, 1919.

This ordinance provides for the electrification of the Illinois Central Railroad north of Roosevelt Road. It also provides for a new terminal station with facilities for the accommodation of any other railroad in the City of Chicago desiring to use them and for extensive park and boulevard developments along the shore line of Lake Michigan with numerous viaducts across the right-of-way of the Illinois Central thereby giving easy access to the lake shore to the people of Chicago. This ordinance was contemplated as a part of the so-called "Chicago Plan" for "Chicago—The City Beautiful." It also made possible much of the extensive and rapid growth of the South Shore District.

But even to us of this generation the work of Mr. Schuyler on the lake front ordinance is an obvious contribution of magnitude to the realization of Chicago's dream of beauty.

With the city passing from the akward, grimy stage of youth to the full beauty of maturity, such an eye sore as the old lake front would be impossible. That we now have in prospect a vista of unbroken parkways, lagoons, islands from the north border to the south border of Chicago is due to the efforts of those men who have sacrificed personal gain and devoted themselves, often without even the thanks of their contemporaries, to the ideal of what Chicago shall be in the future.

A. Montgomery Ward won undying fame as the watchdog of the lake front, Grant Park will be a beautiful memorial of his struggles.

With the erasure of the unsightly, smoke laden railroad from the lake front comes a new era, which also should bear thankful memories to the men who brought the erasure about.

Mr. Schuyler is a member of the Union League, University, South Shore Country, Indian Hill, Phi Delta Phi Fraternity. He married Sybil Moorhouse of Chicago, February 27, 1906. They have two children William Moorhouse and Daniel Merrick.

Historians of the next generation will say just how much, men such as Daniel J. Schuyler, Jr., have wrought for the city behind the scenes.

For his moments of relaxation, Mr. Schuyler enjoys a mystery tale and a good detective story. For recreation Mr. Schuyler finds his greatest pleasure in a game of golf.

CHARLES WEINFELD

SELDOM indeed has pure grit and tenacity enabled a boy, against many handicaps, to attain his ambitions as fully as in the case of Charles Weinfeld, now a member of the law firm of Schuyler, Weinfeld & Parker. One remarkable feature of his career is that he began in the very office which he now occupies, an odd-hour office boy, working after hours and on evenings and attending school in the meantime, receiving for his services "nothing a week for three months," as he describes it.

Mr. Weinfeld was born in Chicago, April 2, 1882, the son of Ignatz and Emma Weinfeld. He got his schooling where most Chicago boys do—first in the grammar schools and later in the South Division High School. When he had completed the course there he entered Northwestern University, and went straight through with his program of becoming a lawyer. He took the full law course, and worked night and day perfecting himself in the knowledge of his chosen profession.

With his dynamic energy and general business ability, it is not difficult to understand why Mr. Weinfeld became an expert on legal matters. All the work which he did in the office before and after study hours, and all the studies he pursued in school, were along the lines of corporation and business law. He knew what he wanted, he knew that hard work and steady application, with the talents which he was confident he possessed, would win it for him, so he went steadily, relentlessly, along the path he had chosen.

He had neither the time nor the inclination to indulge in the social relaxations which interrupt the mental labors of many university students. When other young men were at parties, at fraternity entertainments, at the many formal affairs of college life, Charles Weinfeld was either preparing his lessons for next day's work, or he was doing what work was required of him in the law office and reading law books when he was not otherwise busy.

This application had exactly the result he had expected it would. When he had been graduated from Northwestern Law School he was able to give all his time to the work in the office, and shortly thereafter became a partner of the law firm of Schuyler, Jamieson & Ettelson. The firm several times changed its name. For a time the firm became Schuyler, Ettelson and Weinfeld; then it was Schuyler and Weinfeld, when Mr. Ettelson withdrew; its present form is Schuyler, Weinfeld and Parker.

His ability was soon recognized and in a few years he became a member of the law firm in the offices where he used to be the office boy. Mr. Weinfeld married Miss Jessie Golden Howell, daughter of Mr. and Mrs. Lewis Howell of Ipava, Illinois. Their marriage was solemnized on June 28, 1921.

Mr. Weinfeld has never held public office, and never desired to hold one. He has given all his energies to the practice of his profession. His recreations are the same that he had when he was in school, working evenings and studying afternoons—walking, swimming and horseback riding.

In religion he has held to the faith of his fathers, and is a member of the K. A. M. Congregation. He is a high Mason, a member of the Oriental Consistory and Medinah Temple.

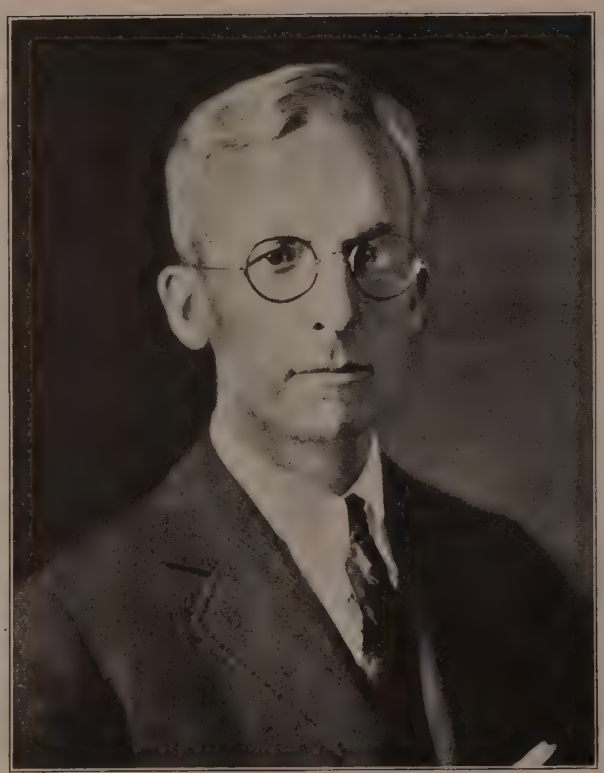
He is a member of the Standard and Hamilton Clubs, and a life member of the Chicago Art Institute and other organizations.

Like every man who has made his way upward by sheer force of character and Spartan determination in the face of difficulties, Mr. Weinfeld is always willing to extend a helping hand toward those less fortunate, doing it, nevertheless in a quiet unobtrusive way.

The career of Mr. Weinfeld is an inspiration to every Chicago youth who has ambitions to become a useful citizen, a builder of Chicago into a greater and better city than ever.

CHARLES HUMPHREY HAMILL

CHARLES HUMPHREY HAMILL worked hard as a student, worked hard as a young attorney and has worked hard after his early achievements won him a high place in his profession. The inevitable result of hard work combined with intelligence such as Mr. Hamill's is success. This he has won in the highest degree and in addition has earned the name of one of the city's cultural leaders. He is a great attorney, an international lawyer, an economist and student of social phenomena, and patron of the arts. Because he has lived in Chicago, Chicago has become a better place in which to live.



Mr. Hamill was born here March 20, 1868. He is the son of Charles D. (whose mother was a Davisson of Kentucky frontier stock) and Susan Fannie Walbridge Hamill, the grandson of Dr. Robert C. Hamill, and a descendant of John Thompson of Connecticut. He attended the Harvard school in Chicago and matriculated at Yale in 1886. Despite the fact that he earned his way through college by tutoring and writing, he won by his high scholarship the Phi Beta Kappa key and a year of graduate study as a Larned and Clark scholar.

His success in eastern scholastic life had been remarkable but his native city exerted a strong influence over him and he returned here, entering at once Northwestern University law school and the law office of Williams, Holt and Wheeler where he again earned his livelihood while he studied. Awarded his LL. B. degree he was admitted to practice in 1893.

For a few years the young attorney practiced alone but his fast growing reputation made him sought as a partner and in 1897 he joined forces with J. D. Hubbard in the firm of Hubbard and Hamill. The following year Mr. Hamill and William A. McLaren of Mexico City formed the firm of Hamill & McLaren. Mr. Hamill at this time was active in the litigation over the contested election of Judges Hutchinson, Chytraus and Freeman and when his case was won and Judge Chytraus took his seat on the bench, Mr. Hamill succeeded him as the partner of Charles S. Deneen, the present senior senator from Illinois, in the firm of Deneen & Hamill. This alliance lasted until the predecessor of the present firm was formed. He is now a member of the firm of Rosenthal, Hamill & Wormser.

From 1905 to 1909 Mr. Hamill was attorney for the Insurance Department of the State of Illinois. But his wide fame as a lawyer has been won through quiet but assiduous, private practice. He is an international lawyer of note and accordingly a student of world sociology and economics.

As president of the Orchestral Association he has piloted the Chicago Symphony Orchestra through trying times and serious crises.

With reference to the Orchestra, his father was one of the men active in inducing Theodore Thomas to come to Chicago and was one of the Trustees and Chairman of the Executive Committee from its beginning until the time of his death in January, 1905. Shortly after the death of his father, Mr. Hamill was elected a Trustee to succeed him and not long after being made a Trustee was put on the Executive Committee. For the past five years he has served as President.

Mr. Hamill was married May 25, 1910 to Kathleen McDonald Mather-Smith of Chicago. The Hamill residence is at 199 Lake Shore Drive.

He is vice-president of the Presbyterian hospital and a director of the United Charities.

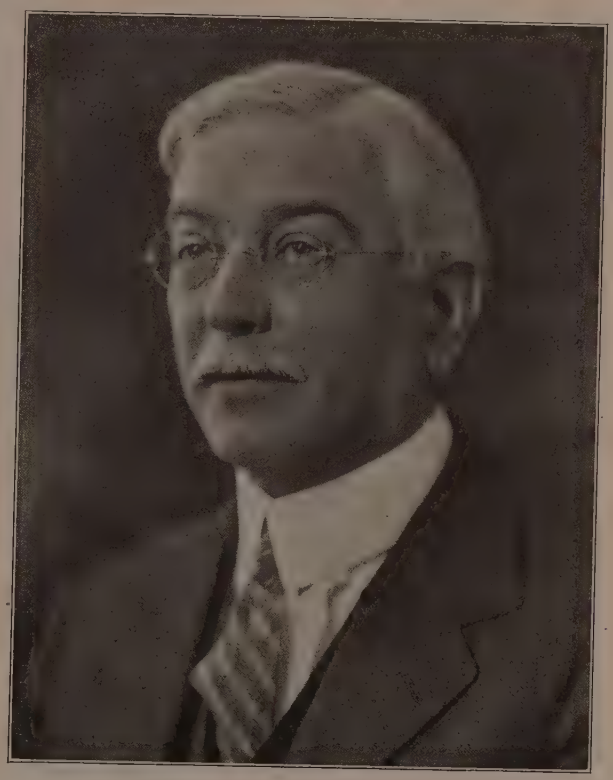
Mr. Hamill is a member of the Chicago University, Onwentsia, Saddle and Cycle, City, Casino, Mid Day, Caxton clubs of Chicago; the Graduate of New Haven; the Grolier of New York; the Book Club of California.

True to his pioneer ancestry the young man who had to work his way through college has continued to "hew to the line" in every civic relation.

LESSING ROSENTHAL

LESSING ROSENTHAL was born in Chicago on November 23, 1868, a son of Julius Rosenthal and Jette (Wolf) Rosenthal.

His father, Julius Rosenthal, was born in Germany, educated at the universities of Heidelberg and Freiburg, and in 1854, at the age of twenty-six, came to Chicago. He was admitted to the bar in 1860, and rapidly gained a position of eminence in his profession. John H. Wigmore, Dean of Northwestern University Law School, has characterized Julius Rosenthal as "the most learned man of his time at the Chicago Bar." He was active in civic and philanthropic activities, having been, among other things, the director of the first Public Library of Chicago, librarian and president of the Chicago Law Institute, and director of a number of charities.



Lessing Rosenthal graduated from the Douglas Public School in 1882, the South Division High School in 1885, Johns Hopkins University (A. B.) in 1888, and Northwestern University Law School (LL. B.) in 1891.

He was admitted to the bar of Illinois in 1891 and was associated from the beginning of his practice with his father. In 1894 the firm of Julius & Lessing Rosenthal was formed, and continued until the death of Julius Rosenthal on May 14, 1905.

In 1906, with Charles H. Hamill, he organized the law firm of Rosenthal & Hamill, of which Leo F. Wormser became a member in 1911. The title of the firm was changed to Rosenthal, Hamill & Wormser in 1917.

Mr. Rosenthal's practice has been extensive and varied. He has drawn many long term leases of Chicago real estate, and the forms of such leases which are now in general use in Chicago reflect to a considerable degree his thought and industry. He has had a large experience in connection with wills and probate matters. In his early days at the bar he served for a time as Assistant Probate Judge under Judge Kohlsaat. He has been engaged in many railroad foreclosures and reorganizations, including the Chicago & Southern Indiana Railroad foreclosure, the Chicago & Milwaukee Electric Railroad foreclosure, the Chicago, Rock Island & Pacific reorganization, the Aurora, Elgin & Chicago Railroad Company foreclosure, and the Chicago, Milwaukee & St. Paul Railroad foreclosure.

Throughout his life he has been active in public affairs. He was vice-president of the Civil Service Reform Association of Chicago from 1904 to 1906, and president from 1906 to 1908. He was vice-president of the Municipal Voters League of Chicago from 1906 to 1910, and president from 1910 to 1915. He was chairman of the Committee on Municipal Elections, Appointments and Tenure of Office, of the Chicago Charter Convention from 1905 to 1909. He was chairman of the Citizens' Committee of the Lake Front-Illinois Central Railroad settlement in 1912, through whose efforts the contract between the South Park Commissioners and the Illinois Central Railroad Company was reshaped so as to confer greater benefits upon the public.

Associated with members of his family and other friends, Mr. Rosenthal in 1919 established at the Northwestern University Law School the Julius Rosenthal Foundation for General Law.

In 1901 he married Mrs. Lillie F. Myres (nee Frank), widow of Julius Myres and mother of Elsie and Magnus Myres. One daughter, Juliette B. Rosenthal, was born in 1903 and died in 1913.

Mr. Rosenthal is a member of the American, Illinois and Chicago Bar Associations, and of the following clubs, among others: Union League, City, Caxton, Chicago Literary, Standard, Ravisloe, Mid-Day, Law Club of Chicago (president 1911 and 1912), Grolier (New York) and The Book Club of California (San Francisco).

CHARLES ALBERT BROWN

ADHERENCE to a principle early perceived, and loyalty to friendships of early days—aside of course, from brilliant qualifications of a professional nature—would seem to the careful reader of Mr. Brown's life to be its leading characteristics.

Descended from Scotch Covenanters whose fidelity to principle brought them to this country in 1685, and whose posterity fought the battles of this country to keep it free from foreign dominance in the American Revolution, Charles Albert Brown was born in Manchester, New York, August 25, 1858. His father and mother were Thomas A. and Emily A. Brown, the former a physician.

He attended the public schools of Penfield and Fairport until 1875, when he went to the University of Rochester, in the historic and interesting city of that name, New York State. An incident of his college days serves to illustrate the characteristics above alluded to:

When coming out of chapel one day, an unpopular student, who had dropped back from a class higher than Brown's, slapped the face of a student in a lower class, a smaller and younger man. The classmates of the latter fell upon the unpopular one and dragged him away with the intention of administering the ignominious and distressing punishment of putting him "under the pump". As he was in the wrong, his own classmen did not rally to his defense, and the man was struggling alone and helpless against great odds. Suddenly a tall bare-headed young man plunged single handed into the melee, seized the cowering culprit, flung him into an angle of the building, and stood before him, defying the crowd of adversaries, at the risk not only of his own skin, but of his popularity. This was Louis Spahn, and, in Mr. Brown's words, "I never witnessed a more courageous deed." The crowd paused. Spahn was popular and no one wanted to harm him, but the issue was uncertain. At that moment Brown raised a window in the building above and was leaning out. He was facetiously nominated "Chairman of the meeting." Seizing the opportunity, he adjourned the meeting to the chapel, called it to order therein, the now subdued prisoner in the custody of his protector, Spahn, made the required apology, and the incident was closed.

It was the principle of *habeas corpus* as against mob rule. The champion and the "chairman" became friends for life and when Louis Spahn passed on, Mr. Brown endowed a scholarship in the University of Rochester in his memory.

On graduating from college in 1879, with the A. B. degree, Charles Brown received the Townsend Fellowship, pursuant to which he wrote and published an essay on "The right of the State to Punish." Immediately after graduation he came to Chicago.

In 1879 young Brown entered the employ of Western Electric Manufacturing Company. This company was succeeded by the Western Electric Company, of which Mr. Brown became manager, so continuing until 1890. He obtained his A. M. degree from Rochester in 1889, the LL. B. degree from Lake Forest University in 1890, and the Master of Laws degree in 1891.

He is now senior member of the firm of Brown, Jackson, Boettcher & Dienner, patent attorneys.

Charles A. Brown married, July 27, 1892, Caroline Cotton. They had seven children, Kenneth, Malcolm, Meredith (Mrs. Ralph Fisher Skelton), Winifred, Barbara, Marian and Gordon. The family home was for many years in Hinsdale, Illinois, where Mr. Brown was president of the First National Bank of Hinsdale and the Hinsdale Cemetery Association, which is honored by the grave of Malcolm Brown, who fell in the war. Mr. Brown is a member of the Chicago Ethical Culture Society, a Republican and one of the trustees of, and Chairman of the Scholarship Committee of the Central Alumni Association of the University of Rochester.

LEO F. WORMSER

NOTABLE as a lawyer and civic leader, Leo F. Wormser is among the distinguished younger Chicagoans.

He was born in Chicago on July 6, 1884. His father, David Wormser, who died in 1910, had resided here over forty years; he was a respected merchant, with wide acquaintanceship, and spread his optimism among men in all walks of life.

After attending public grammar school (Douglas School) and obtaining his high school education at Armour Institute of Technology, Leo F. Wormser received his Ph. B. degree at the University of Chicago in 1904. He attended Harvard Law School from 1904 to 1906, returning in 1908 to the University of Chicago Law School where he took his J. D. degree in 1909.

He was admitted to the Illinois Bar the same year and began practice at Chicago with the firm of Rosenthal & Hamill, of which he became a member on July 1, 1911, the firm name being changed in 1917 to Rosenthal, Hamill & Wormser.

In 1922-3, Mr. Wormser lectured at the University of Chicago Law School on "Drafting Legal Documents." In 1927-8, he was one of the Board of Managers of the Illinois Bar Association. Mr. Wormser is now one of the Board of Managers of the Illinois Law Review. He is a member of the American Law Institute, American Bar Association, Illinois State Bar Association, Chicago Bar Association, Law Club of Chicago and Association of the Bar of the City of New York.

He is regarded as an astute and learned lawyer and as a prudent and conservative counsellor.

Although Mr. Wormser is engaged in the general practice of the law and has not specialized, he has had wide experience in corporate, real estate and probate law. He has also argued cases of importance both in the State and Federal courts.

Apart from his legal attainments, Mr. Wormser enlists distinction by reason of his broad civic and philanthropic endeavors. He is a trustee and secretary of Rosenwald Industrial Museum. He is on the Advisory Board of the Civic Federation of Chicago. For many years he has been and is a director and the legal counsel of The Jewish Charities of Chicago. He is a trustee of K. A. M. Congregation. He has been a director of the City Club of Chicago and of the Standard Club, and also was a member of the Committee on Development of the University of Chicago. He has actively sponsored such public endeavors as the Public School Educational Association and the American Opera.

In connection with these and similar movements, Mr. Wormser has frequently been called upon to make addresses for public causes.

Mr. Wormser's splendid abilities as a speaker are such that he is called upon time and time again to speak at meetings and banquets and it is not beyond the truth to say that without protest, he gives generously of his time and talent in granting these requests for his services, where other men might ask to be excused. In the light of these many demands upon his time, it is small wonder that Mr. Wormser is one of the busiest men in this busy city of ours.

He is a member of several scholarship societies—Phi Beta Kappa, Delta Sigma Rho and the Order of the Coif.

His club memberships include the City, Law, Caxton, Harvard, Mid-Day, The Tavern and Standard Clubs and Northmoor Country Club.

Mr. Wormser was married in 1911 to Miss Helen E. Goldsmith, daughter of a distinguished Cincinnati attorney, A. W. Goldsmith, of the law firm of Harmon, Colston, Goldsmith & Hoadly. Their daughter, Elaine Wormser, is a graduate of Faulkner School.

Mr. Wormser resides at 179 Lake Shore Drive. His offices are at 105 West Monroe Street.

MITCHELL DAVIS FOLLANSBEE

MITCHELL DAVIS FOLLANSBEE is descended from Thomas Follansbee, who came to this country from Derbyshire, England, in 1642, settling in Newburyport, Massachusetts. Ebenezer, sixth in line, came to Chicago in the early Forties and died in 1872. His grandson, George Alanson Follansbee, born in Park Ridge, was educated at Lawrence University, now Lawrence College, at Appleton, Wisconsin, and at the Harvard Law School and practiced law on La-Salle Street for more than fifty years, until his death on March 14, 1920. He was an able and effective lawyer, a good citizen, and a constant friend. He married Susan Dana Davis, the daughter of Dr. Moses Mitchell Davis and Eunice Dana, of old Vermont stock, and they left surviving three daughters, Mrs. Blanche F. Caldwell, Mrs. Susan F. Hibbard, and Eunice F. Hale, and two sons, Mitchell D. and Alanson Follansbee, the elder of whom is the subject of this sketch.

The latter attended the Chicago public schools, prepared for college at the Harvard School on the South Side, was graduated at Harvard in 1892, from the Law School of Northwestern University in 1894, and has since devoted himself to practice. On April 14, 1903, he was married to Julia Rogers McConnell, the daughter of Judge Samuel P. McConnell, formerly of the Circuit Bench of Cook County, and Sarah Rogers McConnell, the daughter of Judge Joseph G. Rogers, likewise of the Circuit Bench, and granddaughter of Chief Justice Crenshaw of the Supreme Court of Kentucky. They have five children, Eleanor, Mitchell Davis, Jr., Rogers, Susan and Julie, and live at 39 East Schiller Street. His firm is Follansbee, Shorey & Schupp, with offices for more than thirty years at 137 South LaSalle Street.

Mr. Follansbee, in the earlier years of his practice, did some teaching at the law school from which he was graduated, and in 1915 received the degree of Doctor of Laws from Northwestern University. He has contributed to current legal periodicals. The only other interruption to his practice has been his service as director of a number of corporations, with several of which he has been also concerned as attorney or counsel. Among the companies with which he has been longest affiliated are Bucyrus-Erie Company, Metropolitan Life Insurance Company, the Erie Railroad Company and the North Avenue State Bank. He has been president of the Chicago Bar Association and active on its committees.

With his traditions and from considerable travel in this country and a little abroad, Mr. Follansbee has a wide acquaintance at the Bar, with the Bench, and with many men prominent in public and private life.

He has been president of the Associated Harvard Clubs and vice-president of the Harvard Alumni Association, and has generally sought to be responsive to the obligations he feels to his college and to his law school.

In national politics he is a Republican, in local affairs he is very irregular, and at judicial elections wholly non-partisan.

Mr. Follansbee served for over four years by appointment of the Supreme Court on the Committee on Character and Fitness. With the late Governor Herbert S. Hadley, he was one of the founders in 1893 of the Northwestern Law Review, and was the first president and editor of the Illinois Law Review.

He has been president of the Legal Club and secretary of the Law Club. He belongs to the University, Chicago, City, Attic, Saddle and Cycle, Harvard-Yale-Princeton, and other social clubs in Chicago, and to the Harvard, University and The Recess clubs in New York.

Mr. Follansbee's activities in the law, and in various civic relations qualify him to be named a maker of Chicago in his day and generation.

RUSH CLARK BUTLER

RENOWNED lawyer, national authority on the most complicated questions the Industrial Age has brought up for solution, fighter for civic virtue, and leader in the aesthetic phases of city life, Rush Clark Butler is truly one of the Makers of Chicago.

Rush C. Butler is the son of a small town lawyer of Quaker extraction, having been born in Northwood, Iowa, August 27, 1871. His father, Lindley Schooley Butler, and his mother, Julia (Pickering) Butler, gave him a thorough grounding in the essential foundations of education at home and he attended the Northwood, Ia., High School, the Cedar Valley, Ia., Seminary, the preparatory department of Cornell College, Mount Vernon, Ia., and was ready for his course at the University of Iowa, where he won his Ph.B. in 1893. He took the first year's course in the Law School with his last year's work in College.

Mr. Butler was admitted to the bar in 1894 and December 24, 1895, came to Chicago, a stranger in the city in which he was to become a leader in civic and professional affairs. His first employment here was with Smoot and Eyer, lawyers, but four years later he became a member of the firm of Cassoday & Butler, joining legal forces with Eldon J. Cassoday. The partnership continued until the senior member's death, June 18, 1910, when Mr. Butler became senior member of the firm of Cassoday, Butler, Lamb & Foster, now Butler, Lamb, Foster & Pope, specializing in litigation before the Interstate Commerce Commission and cases relating to the Sherman and Revenue laws.

Mr. Butler was retained by the Interstate Commerce Commission for a number of years beginning in 1908, to represent the public interest in the matter of the investigation then being conducted by the Commission under the Tilman-Gillespie Joint Resolution of Congress.

Then came the world war, emphasizing the problems of modern industrial life, and again Mr. Butler was called into public service in the Federal Treasury Department as general counsel of the National War Savings Committee, of which Mr. Frank A. Vanderlip of New York, was chairman.

At the request of the coal operators of the country, he organized the National Coal Association and served for a number of years as its general counsel. He and his firm have continuously represented the association since the date of its organization. A service of no small significance to the country.

On June 6, 1901, Mr. Butler was married to Isabelle Crilly, daughter of Daniel F. and Elizabeth Crilly of Chicago. The Butlers have three children, Rush Clark, Jr., Crilly and Milburn Butler. The family residence is in Winnetka.

Mr. Butler is a member of the Congregational church and a Republican in politics. He has traveled considerably in Europe. His favorite recreation is golf.

Perhaps of most importance to Chicago has been his untiring fight against crime and political injustice. During the year 1927-28 he served as president of the Illinois State Bar Association. He was President of the University of Iowa Alumni Association in 1920-21, and the Industrial Club of Chicago, 1924-25. In January, 1929, he was elected President of the Voters' Non-Partisan Association, whose object is to defend the ballot with watchers at each election in every precinct in the City of Chicago in order to insure an honest ballot and a fair count. The efficiency of this organization was proven in a recent election.

Mr. Butler is a member of the American, State and Chicago Bar Associations and the Chicago Law Institute. He is a life member of the Art Institute and a charter member of the Committee of Fifteen. He is a Mason. His clubs include the Chicago, Union League, University, Law, Mid-Day, Indian Hill, Racquet, Industrial, Attic and Old-Elm here and Metropolitan and Chevy Chase at Washington.

BENJAMIN CHARLES BACHRACH

THERE is a drama and a romance, dusky and sordid in many cases but none the less fascinating, which surrounds almost every celebrated criminal case tried in the courts; and this gleam of romantic interest, focused upon the case in question by the light of publicity must perforce include not only the defendant of the case but also the lawyer who is pleading the case. It is for this reason then that Benjamin Charles Bachrach, one of our truly eminent criminal lawyers, enjoys—or shall we say partakes of—the prominence of a public character, while totally divorced from the unpleasant notoriety which surrounds the unfortunates who are hailed to justice.

Mr. Bachrach was born in Elgin, Illinois, on January 29, 1874. He is the son of Charles Bachrach, merchant, and Leonora Goldman Bachrach. Among his distinguished ancestors is the Rabbi of Bachrach, Germany. As it was his youthful ambition to be a lawyer his studies were conducted with legal training in view. After preliminary education in Chicago, Mr Bachrach attended the University of Notre Dame at South Bend, Indiana, where he received his Bachelor of Arts Degree in 1892. Subsequently he studied at Cornell, Columbia Law School, New York; and he secured his Bachelor of Laws Degree at the Kent College of Law in Chicago in 1896. After quitting his academic activities Mr. Bachrach obtained a position in the office of Mr. W. S. Forrest in this city.

His natural ability readily manifesting itself and his unusually broad education being also called into play, Mr. Bachrach was not slow in advancing with rapid strides in the profession of his adoption. He soon established an enviable reputation as a criminal lawyer, defending his clients with splendid ability and becoming engaged in some of the most celebrated cases in the history of Cook County jurisprudence. Among the famous cases in which he participated as counsel for the defendant in which there was an acquittal of murder were those of Baron von Biedenfeld, Alderman Thomas O'Malley, Police Officer Baginski, John Kiebel and David Rosenbaum. He also secured acquittal of embezzlement for Charles W. Spalding, banker, of Edward R. Hibbard, who was convicted in the United States Court of using the mails to defraud, and the reversal of which verdict Mr. Bachrach secured, of "Mike de Pike" of conspiracy, of Jack Johnson, the former heavyweight pugilist champion whose conviction of violating the Mann Act was reversed by the United States Court of Appeals, of Joseph Fish, fire insurance adjuster, in which case Mr. Bachrach secured acquittals in the two trials which were the outcome of an indictment for eighteen cases of arson, and many other cases of considerable note which Chicagoans will remember having read on the front page of their papers time and again.

Of course the most famous case in which Mr. Bachrach participated as counsel for the defendants was the case of The People of the State of Illinois v. Loeb and Leopold.

In exonerating the defendants in these famous cases, Mr. Bachrach has won not only the gratitude of the defendants but also nationwide celebrity for his legal talents. As everyone knows it takes not only a persuasive tongue and a keen mind but also a profound store of legal learning to gain success on such a scale as Mr. Bachrach has enjoyed.

Mr. Bachrach was married on June 5, 1898, to Martha Hartman. The Bachrachs have two children, Leona (Mrs. W. Norman Graham), and Mari Helene. He is a member of the Standard, Idlewild Country Club, and of the Chicago Bar Association.

His favorite recreation is golf.

At present Mr. Bachrach stands at the top of his profession in Chicago, having few peers in the vocation in which he has so ably engaged from 1896 to the present time.

SAMUEL A. ETTELSON

PROTECTING the interests of Chicago in every conceivable manner, and paving the way by his opinions for hundreds of public improvements, Samuel A. Ettelson, corporation counsel, has long been one of the influences behind the city's progress.

Mr. Ettelson is called on daily to render opinions of all kinds deeply affecting not only the lives of the individual citizens of Chicago, but civic life in general. Before any great improvement is launched, the corporation counsel is first consulted. In the course of his long career in this office he has saved the city millions of dollars, and there are few public servants more valuable or more faithful to their trusts than Samuel A. Ettelson.

The bills for the doubling of Chicago's bonding power were based on one of his opinions. Another opinion protected municipal employes against loan sharks by holding the salary assignments of such employes illegal. Still another upheld the safety zones, lessening the possibility of traffic accidents in the congested districts. Another declared advertising signs on the roofs of buildings a menace to public safety. Another held that promotional civil service tests were not limited to employes of any one municipal department, but were open to all.

One might go on indefinitely listing opinions of this kind which are all part of the day's work for Mr. Ettelson.

Appointed by Mayor William Hale Thompson November 8, 1915, he served under the first Thompson administration until April, 1923, and again, in 1927, when the administration was restored to power, he was drafted by the city's chief executive, though at a considerable personal sacrifice. Mr. Ettelson has held the office longer than any other corporation counsel in Chicago's history, and promises to establish a record of service that will stand for years to come.

Mr. Ettelson was born in Chicago, the son of Benjamin and Flora Philipson Ettelson. After completing the courses offered by the grammar and high schools of Chicago, he studied at Harvard university, subsequently at Lake Forest, where he received his LL.B. degree in 1897, and completing his training at the Chicago College of Law.

On being admitted to the bar in 1897, he identified himself with the firm of Schuyler, Jamieson and Ettelson, which later became Schuyler, Ettelson and Weinfeld.

His parents had dedicated him to a musical career, but at Harvard he became interested in law, and being unable to decide which mistress to follow, at least so the story goes, he tossed a coin. Heads it was—and law. Music, however, remained his avocation, and his devotion to the violin, his favorite instrument, has never wavered. Mr. Ettelson, incidentally, is a trustee of the Chicago Civic Opera company and a great lover of the music drama.

His public life began in 1906 when he was elected to the state senate, representing the third senatorial district. During his service at Springfield he sponsored many bills in the interests of Chicago, and made a record which alone would have entitled him to a place in the affections of his fellow citizens.

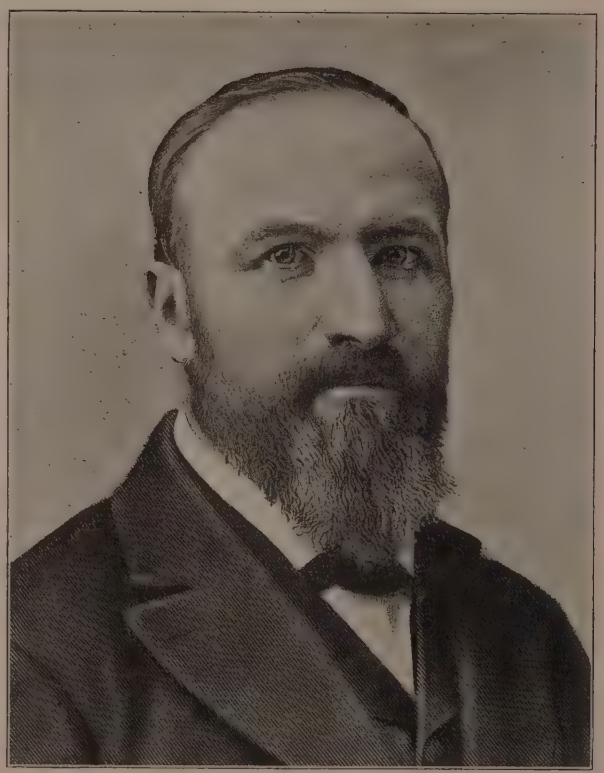
In a city government protecting the interests of three million citizens in the rush of modern life hundreds of situations requiring the wisdom of a Solomon arise. That Chicago marches steadily on toward its destination of world leadership is due to the efforts of men like Mr. Ettelson who pave the road, legally, for progress.

Mr. Ettelson is a member of the American, Illinois and Chicago Bar associations; of the Art Institute and the Chicago Historical society; of the Hamilton, Harvard, Illinois Athletic and Tuscumbia Golf clubs, and of the Congressional Country club of Washington.

In 1921 he was married to Amy B. Strauss of Chicago.

FRIDOLIN MADLENER

CHICAGO of the middle nineteenth century was in need of the type of men who warm the heart with their enthusiasm, who make all those around them a bit less careworn by the mere force of their geniality, who go in for things that refresh the body and soul with such vigor that they take others along with them. And such a man was Fridolin Madlener, merchant of fine liquors, lover of music, advocate of gymnastics and true admirer of the beauties of nature.



Chicago of that time had grown well past its infancy and was preparing to take its place among the metropolises of the world. Such men were a godsend. They gave the touch of true urbanity and aesthetic enthusiasm and of that rare good grace—the knowledge and willingness to live well, enjoying the fruits of the earth. So Chicago has reason to be grateful that Fridolin Madlener came here to live out his life and find his place in the world.

Fridolin Madlener was born in Uberlingen, Baden, Germany, May 3, 1835. He was the son of Franz and Margaretha Madlener. His father was a miller by trade but Fridolin was early prepared to become a merchant, though the parents who guided his early education could hardly have guessed to what it would lead in the new land that was to become their son's home and the place of his prosperity.

Young Fridolin attended Dyrenforth Business college and was ready to set sail on the adventurous voyage of life. He was young, ambitious, possessed of great vigor as well as wholesome appetites, and ready to work hard in return for a place in the world and a share of the good things life offered. So what place could be more inviting than Chicago? The year was 1858, Mr. Madlener was twenty-three. The city was young but holding forth indubitable promises of its future greatness, with its water transportation, so important then, and with the fertile plains stretching away in every direction, ready to pour their products in in return for the things the city was to manufacture and send to them.

So Fridolin Madlener came to Chicago in 1858 and set out upon a career that was to be as creditable to him as the great circle of friends he moved in and the repute of a man of large heart, keen mind, and warm temperament, that was to be his.

Mr. Madlener's career was that of a man who knows what he wants and vigorously goes about getting it with remarkable good sense and understanding of conditions in the new world. Before long he was counted among Chicago's leading merchants of liquor—a man whose word was as good as a signed note from another man and whose taste was perfect, who could tell the sparkle of good liquor and distinguish the taste. Before long the Madlener interests grew to embrace brewing and the Madlener name became famous the country over.

Mr. Madlener was always a leader in the large community of German people in Chicago. His love of gymnastics, his delight in the sangverein, his enthusiasm for comforting and delightful things made him widely known and liked and his counsel was sought on every occasion. His circle of friends included people of all races and creeds. For everywhere and at every time a man of Fridolin Madlener's calibre is appreciated.

The Madlener residence was a place to which invitations were never refused and whose doors were open to friends continuously with a certainty of glad and entertaining welcome.

Mr. Madlener was married in 1866 to Margaretha Blatz, daughter of Albert Blatz of Milwaukee. The Madleners had three children; Josephine Ida who died in infancy, Albert F. Madlener and Angelina Madlener.

Mr. Madlener lived to see the city of his selection reach its first great world achievement in the Columbian Exposition and lived to prosper with the city. He died January 25, 1897.

HUGO PAM

ANY CHICAGOAN who is interested in fair play in Chicago's courts will register enthusiasm when Hugo Pam's name is mentionel. For Judge Pam has an unquestioned reputation as one of the most capable, impartial administrators of law the city has ever had.

Hugo Pam was born in Chicago on the twentieth of January, 1870, the son of Alexander and Cecelia (Oesterreicher) Pam. Mr. Pam's primary education was secured in the public schools of Chicago. Later he entered the old West Division High School graduating in 1889. Upon the completion of his high school course, he matriculated at the University of Michigan, entering the literary department. In 1892—three years later—Mr. Pam was graduated from Michigan with the degree of Ph.B.

After leaving college Mr. Pam decided to obtain employment in a law office. Accordingly, in the fall of 1892 he entered the law offices of the firm of Moses, Pam, and Kennedy, from which he subsequently withdrew, in 1897. Meanwhile, in January, 1894, he had been admitted to the Bar. Upon his withdrawal from the firm of Moses, Pam, and Kennedy, he opened his own law office in the New York Life Building, and "hung out his shingle." From February, 1897, to the following year he continued on his own. In 1898 he became a member of the firm of Pam, Donnelly and Glennon, continuing as a member of Pam, Calhoun and Glennon, after Judge Donnelly was elevated to the Circuit Bench. Mr. Pam subsequently became a Judge himself, and is at present on the bench in the Superior Court.

Judge Pam is a member of the American, Illinois State and Chicago Bar Associations; and holds memberships in the Illinois Athletic, City, Standard, Covenant, and Ravisloe Country Clubs.

Among Judge Pam's philanthropic activities his work in behalf of the Hebrew Sheltering Immigration Society stands out prominently. He spent four months in Europe engaged in the supervision of an organization whose function consisted in alleviating the desperate privation existing at that time in Poland, Lithuania, Latvia, Roumania and Hungary.

This organization was invaluable in the aid it rendered to unfortunate Europeans whose deplorable condition merited the succor of their American kinsfolk. By means of the indefatigable activities of Judge Pam and his co-workers communication was established between the deserving but poverty-stricken inhabitants of these Slavic nations and their more affluent relatives dwelling in the United States. Most effective were the methods employed by Judge Pam's organization. Another means Judge Pam takes of aiding the immigrant is in his work as Director of the Foreign Language Information Bureau endeavoring to bring about a better understanding between immigrants and their new fellow-citizens.

He is notably active in civic affairs generally. Recently he was elected grand councillor of the Tau Delta Phi fraternity (legal), of whose Chicago chapter he is an honorary member. He is a director of the Juvenile Protective Association.

Judge Pam is unmarried, and at present resides with his sister, at 5339 Hyde Park Boulevard, on the South Side. He is a brother of the late Max Pam, who made such a splendid name for himself as a noted Chicagoan. Judge Pam is intensely loyal to his native city, and his judicial services are an important contribution to the welfare of Chicago.

He is a director and vice president of the Illinois Mental Hygiene Society, being active in the vigorous campaign waged by this organization for the proper care and hospitalization of persons mentally afflicted. He is chairman of the subcommittee of the New County Jail and Criminal Court Building, member of the national executive committee of the Zionist Organization of America, and member of the American Jewish Congress.

WALTER W. L. MEYER

IF IT be said that a man is known by his friends, then it is known that Walter W. L. Meyer is blessed among mortals, for his acquaintances reach all over the world and include a genial brotherhood. It is a tribute to Mr. Meyer's qualities that his friends are countless. Mr. Meyer has by his excellent work in his profession won a successful position and a place of influence in civic affairs. He is Master in Chancery of the Circuit Court, having first been elected in 1922 by the judges of the Circuit Court and re-elected in 1924 and 1926.

Mr. Meyer was born in Chicago on June 23, 1892, the son of John J. and Maria Gareiss Meyer, natives of this city. He is a graduate of the Holy Cross Parochial School, an honor graduate (1908) of the Armour Scientific Academy, and of the public schools. Mr. Meyer pursued a literary course in the University of Illinois and afterward matriculated at the Northwestern University Law School, graduating with the degree of LL.B. in 1915. On the twenty-seventh of June, 1917, he married Miss Louise Wilkin of Chicago; and they have one son, John Joachim Christian Meyer.

Mr. Meyer was admitted to the bar and shortly afterwards appointed Assistant State's Attorney under Maclay Hoyne, in which capacity he served during four years from 1915 to 1918. But private practice claimed him after this and in this he engaged, becoming a member of the firm of Rentner and Meyer, with offices at 160 North La Salle Street as partner of Otto C. Rentner.

Mr. Meyer's contacts with the outside world and various fraternal organizations are many and varied. He was appointed by President Coolidge captain of the Military Intelligence Reserve and he also possesses the distinction of life honorary membership in the Illinois Police Association. He is a member of the Illinois and Chicago Bar Associations and is a Professor of Law at Loyola University, both in the undergraduate and post-graduate schools, and is a member of the law faculty of Northwestern University.

Among the honors that he has gained and which have been earned by dint of his fine personality and reputation is one that he treasures very highly, an honorary life membership in the Forest Park Kiwanis Club, one of the numerous Kiwanis Clubs that he founded. He is vice dictator of Greater Chicago Lodge No. 3 of the Loyal Order of Moose, and chairman of the House Committee of the Moose Country Club House. He is a Deputy Commissioner of Boy Scouts, and life member of the Illinois Good Roads Association. It is quite evident that Mr. Meyer has an intense interest in all that pertains to the good of his city and state, always eager to help in any capacity that it is believed he will be best suited for.

An assertion of his willingness is given material support by a glance at the boards of which he is a director. His ability to keep his friends has been of great benefit to him in his law fraternity, Delta Theta Phi; he is also connected with the Alumni Association, the German Club, honorary member of the Chicago Motor Club and vice-president of the Pistaqua Heights Country Club. Throughout his entire career Mr. Meyer has always been glad to stop and chat a bit with his acquaintances regardless of how busy he is at the time.

Because of his post as Master of Chancery he is affectionately known as "Judge" Meyer to his legion of intimates. Although his principal activities are carried on in the field of politics, in which he is a Democrat, he has widely diversified interests, particularly in the field of Athletics.

He is vice-president of the Steuben Club of Chicago, and a member of the Executive Committee of the German Group of the Chicago World's Fair Centennial Celebration.

ELIAS MAYER

ALMOST infallible ability to pierce through a tangle of legal or business affairs to the ultimate solution, a true sense of the values of life and fine taste in art, literature and sports are the qualities one associates with Elias Mayer, lawyer, business man, lover of the arts, and hospitable host.

Elias Mayer was born November 4, 1877 on the West Side of Chicago. He has lived in Chicago all his life. His parents, Solomon and Helena Sinsheimer Mayer, perceived early that their son, Eli, had qualities that would carry him far in the things that make life worth while. They spared nothing in giving him the advantages of education to help him to the success they considered inevitable. He was educated in the grammar and high schools of Chicago and attended Dartmouth college for one year. He completed his college course at Harvard, receiving the degree of Bachelor of Arts in 1900. At Dartmouth he was a member of the football team. At Harvard he represented his school on the debating platform.

Returning to Chicago after his graduation, young Mayer entered Northwestern University Law School and went to work in the office of Judge Julian W. Mack as a clerk. In 1903 he was admitted to the bar and in 1904 became a member of the law firm of Stein, Mayer, Stein & Hume. In 1906 the name was changed to Stein, Mayer & Stein, and in 1919 he became senior member of Stein, Mayer & David. For years the firm of which he is a partner, has had a reputation as a leader in the Illinois bar.

His eloquence, his confidence, and his intellectual sureness made Elias Mayer, a prominent and respected figure in many Cook County court rooms during the early years of his practice. But like many successful lawyers, he developed the insight into business mazes that drew him more and more away from active court practice, and more and more into the solution of business problems.

Mr. Mayer's record as a lawyer is an enviable one. But it is no more distinguished than his business career and his development as a connoisseur of art and literature.

In 1904 Mr. Mayer identified himself with the General American Tank Car Corporation. It was then a small organization that employed only a man or two on its payroll. Few saw the possibilities in that business. But Elias Mayer saw clearly into the future. Today the company is the largest of its kind in the world and Elias Mayer is its president.

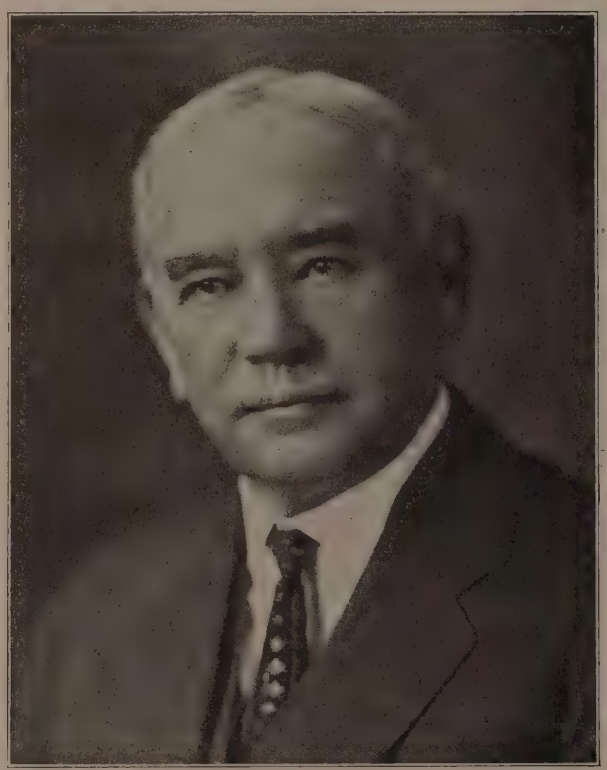
Elias Mayer has not been a man to sit back after having won. His seemingly limitless supply of energy has been turned into many channels and not the least of these is the field of appreciation. He is a man who has not forgotten in winning worldly position, how to enjoy life. On the contrary, his taste has broadened with his success. He is a lover of fine etchings and paintings. He can discuss plays new or old. His judgment in horses is fine. His enjoyment of sports is hearty and real. An appreciation of talent in others and a willingness to help them achieve success in one of Elias Mayer's fine qualities.

On June 1, 1909 Mr. Mayer was married to Lucille B. Marks of Chicago. The Mayers have two children, Robert E., a student at Lake Forest Academy and Elinor L. Mayer. Their winter home is 1540 Lake Shore Drive. The summer and fall they spend at their Deerfield, Illinois estate, where Mr. Mayer's good taste and love of comfort have had free play.

Mr. Mayer is a member of Standard, Downtown, Illinois Athletic, Ravisloe and Northmoor Country clubs. He is a member of Pheta Delta Chi and Phi Alpha Delta fraternities and a director of the Jewish Charities.

JOY MORTON

ALMOST like a short history of the United States, if it could be fully written, would be the life story of Joy Morton, Chicago's great salt merchant and tree lover. To begin with, his paternal ancestor, Richard Morton landed in Plymouth, Mass., in 1625, and his maternal ancestor, Thomas Joy, built the first Town House in Boston, in 1650, precursors of the time when Boston's ships were seeking entry in the ports of the world, and England's interference brought about the Boston Tea Party.



Joy Morton himself was born in Detroit, on September 27, 1855, and, when only six weeks old was brought by his parents, J. Sterling and Caroline (Joy) Morton, to Chicago, via the then new Michigan Central railway. But his boyhood was passed in Nebraska, at a time when the Pawnees and Sioux were being driven from the plains before the advancing caravans of covered wagons, that were soon to be succeeded by the railways to the Rockies. From the time he was ten until he was fifteen years of age, he helped to herd cattle as one of his father's "cow punchers." What might be called his more formal education was acquired at Talbot Hall, Nebraska City.

The father, J. Sterling Morton, located in southeastern Nebraska, and was made president of the State Board of Agriculture. Interesting himself in the forestation of the state he became the founder of Arbor Day, observed now throughout the country by the planting of trees.

But all this time the boy's real life work was preparing for him in Chicago. In 1848—the year that the Illinois and Michigan canal made connection between the Great Lakes and the Mississippi by way of the Chicago River, the firm of Richmond & Co. began bringing salt from New York State for distribution to the West. Passing through various changes of name, this business continued until, in 1880, it had become E. I. Wheeler & Company, with Joy Morton as the "Company." By 1885 he was senior member of the firm of Joy Morton & Co., and so continues, being also president of the Standard Office Co., the Morton Salt Co., and director of the Chicago & Alton Railroad, the Western Cold Storage Co., and the Equitable Life Assurance Society of the United States. Vast as have been the improvements in the salt business of which he is the head, both in scope and in refinement of process, the boats that bring the "salt that pours" still tie up at "Pier Number 1" in the Chicago harbor. On the end of that pier, and a landmark as it were between the East and the West, the past and the present, is a replica of that first Town House of Boston, Mass., which now houses the printing plant of this great essential industry of the Middle West.

But salt is not the only savory thing for which Joy Morton stands in the community. The Morton Arboretum, founded by him on a fork of the Du Page River near Lisle, Illinois, is a benefit to all mankind, affording opportunity for the study of almost every tree and plant native to this country, and a veritable League of Nations of those from Europe and the Far East. This great outdoor museum, covering 400 acres, is an ideal research ground for the agriculturist, the horticulturist, and the tree culturist.

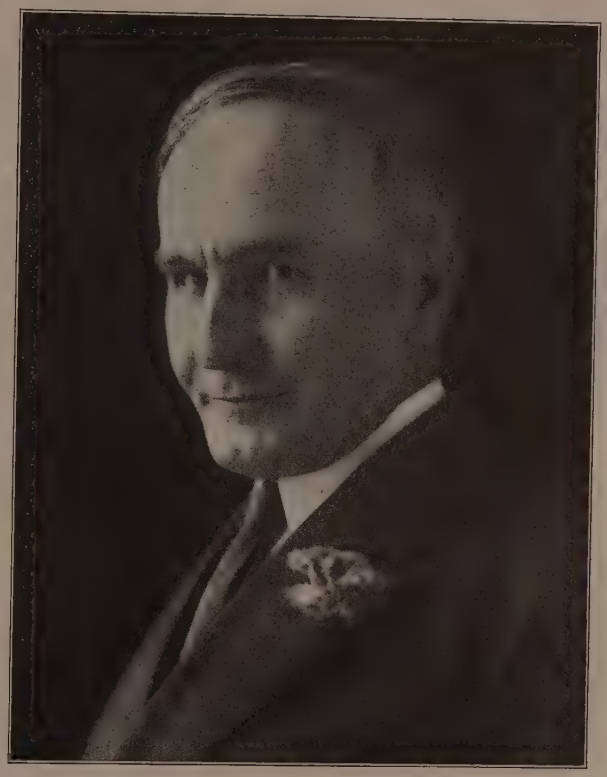
The site of the Morton estate "Thornhill," comprising several native "island groves," is in itself historic, lying between Indian trails and in the vicinity of villages, both Indian and French, famous in Chicago's early history.

On September 23, 1880, Mr. Morton married Carrie, daughter of Judge George B. Lake, of Omaha. Their children are Jean (Mrs. Joseph M. Cudahy) and Sterling Morton. His second marriage was on January 16, 1917, to Miss Margaret Gray, of Chicago, who shares with him the hospitalities and diversified interests of this truly manorial estate.

Mr. Morton is an active member of the Chicago Historical Society, Commercial and Caxton Clubs.

MARK MORTON

TO BE born in Nebraska in the late 50's was to come in for much that made America famous as the land of action and opportunity. Mark Morton, son of J. Sterling and Caroline Joy Morton, was born in Omaha, November 22, 1858. Not only was his father a frontiersman, but he had Plymouth Rock and early Boston in his background as well, his paternal ancestor, Richard Morton, having landed in Plymouth in 1625, and his mother's ancestor, Thomas Joy, having built the Boston Town House in 1650.



It was a good thing to be a boy on the plains of Nebraska in those days before the Civil War and after. One did not get one's history out of books so much as at first hand. As for natural history, why it "came natural," especially when one's father was one of the big farmers of that big country. But Sterling Morton was more than a farmer. He was an editor as well, was the founder of Arbor Day, and was then acquiring the experience which made him Secretary of Agriculture under President Cleveland. All of this his boys either knew about or took part in, so that Mark, although his education proper was acquired in the common schools only, in reality attended a vast university in which the Indian, the cowboy, the soldier, the farmer and the man of affairs were his teachers.

The height of his early ambition was to be a stage driver, and small wonder, when that occupation afforded the opportunity to crack the whip over the backs of six horses, to flash through the mountains and over the plains with a revolver in the belt and a knife in the boot, while the fate of a new empire hung on the safe delivery of the mail and passengers. In other words, it was the transportation system of the time and place.

Perhaps Mark got his fill of scouring the plains. At any rate, on the first of September, 1876, he arrived in Chicago, and on that same day landed a job—in his favorite department of transportation, but this time as office boy in the General Freight Office of the C., B. & Q. Railroad. The munificent salary attached to the job was $30.00 per month. Board and room in Chicago cost him $24.00 of this, leaving, in his own language, "$6.00 net." Life might have seemed limited to many a lad on this stipend, but what he lacked in dollars he evidently made up in lasting friendships, numbering among his friends and those who influenced his early years such names as Wirt Dexter, N. K. Fairbank, T. W. Harvey, James E. Gorman, A. F. Banks, and, of course, his own fine brothers.

That he must have made good in that first job in Chicago is evident, for we note that by October 1, 1877, he was made Assistant Bill-of-Lading Clerk for the same railroad at a time when Chicago, *via* the Burlington, was the base of an enormous forwarding business. The intimate linking up of Chicago's great meat and produce markets with the transportation problem was evidently a matter of study to the young man from the plains, and, to make a long story short, he ultimately helped in making the connection through the medium of the Western Cold Storage Company, of which he is now the President. Various other interests claimed a portion of his attention, such, for instance, as his entrance in 1885 into the firm of Joy Morton & Company, the treasurership of the United States Sugar Refinery, and of the International Salt Co.

To Mark Morton "farming and being out of doors" are among the diversions with which to offset the demands of the too strenuous task master whom so many obey too implicitly. On January 20, 1886, he married Martha P. Weare of Cedar Rapids, Iowa. On the large estate at Lake Forest their children, Helen M. (Mrs. Wm. Swift), Joy Morton II, and Jane Morton, have had opportunity to lead that larger outdoor life which their father had loved. In 1901 Mr. Morton presided over the fortunes of Lake Forest as Mayor.

EDWARD EVERETT AYER

EDWARD EVERETT AYER, plainsman, soldier, man of affairs, bibliophile and philanthropist, experienced more of that romantic period of American history which begins with the wagon trains crossing to California and ends with the skyscrapers along Michigan Boulevard than perhaps any other Chicagoan. Fate was kind to future generations of Americans in blessing Mr. Ayer with his eager mind and the ability and desire to learn and understand what was going on about him. For in his collections at the Field Museum and the Newberry Library students find rare source materials on Indian life that never again can be brought together in such comprehensiveness.

But Edward Ayer—though his collections extend into many fields, including Greek and Roman archaeology, anthropology and ichthyology, was more than a collector. He was one of that notable group of romantic figures that have now passed from American life, never to return. He was one of the few who saw Fort Bridger in 1860 when on his way to the California gold fields, and lived to revisit it half a century later. He began life in the Middle West when pioneer conditions prevailed. He left there a highly developed civilization when he died in 1927.

Edward Everett Ayer was born in Kenosha, Wisconsin, November 16, 1841. During his childhood his family acquired a farm near Harvard, Illinois, where his father opened a typical country store. Young Edward grew up "close to the soil" of those prairie days. He received the education of the prairies, and realizing that lads coming after him would not have that opportunity, he left his great collections to enrich the lives of generation after generation of such lads.

Edward's father soon opened a hotel in Harvard, then a rapidly growing town, and here for a time the young man was night clerk. But a great event was sweeping over the prairies in 1860 and one day Edward asked his father to let him go west. In April of that year he joined a wagon train for California.

Space does not permit an account of that journey. It had its full charge of thrills and trials. Buffalo Bill travelled with the train for a month. After a few months' work in the California lumber mills Edward E. Ayer enlisted in the Union Army and was the first man on the Pacific Coast to be sworn in. He rose to the rank of lieutenant. While in the army at Tucson, Arizona, Mr. Ayer received his first impression of the worth and power of good books. It was there the impulse which made him one of America's foremost collectors, first appeared, for he found in a deserted mining camp, Prescott's Conquest of Mexico, read and reread it and never forgot it. The first book he purchased for his private library, which later became the great collection which he gave to the Newberry Library, was a copy of Prescott.

After the war, young Mr. Ayer landed in Chicago with three dollars in his pockets, but rich in experience. His father gave him a third interest in a store at Harvard, but he soon returned to Chicago, where he made an outstanding success of the railroad commission business. This business in its later ramifications contributed to his real life interest as a collector, for it took him into out-of-the-way parts of the Southwest and Mexico.

In 1865 Mr. Ayer married Miss Emily Augusta Burbank of Lowell, Massachusetts. They made their home in Chicago and a little later Mr. Ayer began improvement of his estate at Lake Geneva, where the Indian collections were assembled for a time.

He was the first president of the board of trustees of the Field Museum and served for years. He was for years a trustee of the Newberry Library. The world is richer because Edward Everett Ayer led so full a life and possessed a generous heart.

SAMUEL INSULL

"He is the greatest money-raiser in Chicago. He tells you what your quota is, and you subscribe."

Such was one newspaper man's estimate of Samuel Insull, who seems to have the Midas touch, whether he applies it to a business enterprise or to something that contributes to the cultural life of Chicago.

"He provides us with light, heat, power, transportation and grand opera," as the Chicago Evening Post sums up his manifold activities.

Of Mr. Insull's career it can be said that it is one of the most absorbing industrial romances of America.

It was his magic, his Aladdinlike executive ability, that made civic opera possible, and it was his vision that conceived a permanent home for opera, a temple of the muses second to none in the world.

As president of the Commonwealth Edison company and of the Peoples Gas Light and Coke company, he rules a business empire of his own. President and chairman of many other corporations, he is regarded as one of the most efficient managers of public utilities in the country. Altogether, the companies under his direction serve a population of 9,000,000 and represent an investment of more than $1,000,000,000.

Mr. Insull was born in London November 11, 1859, the son of Samuel and Emma (Short) Insull, and was educated in private schools in London, Reading and Oxford. He began his business career at the age of fourteen, when a newspaper advertisement for a "stenographer clerk" led to his employment by the London agent of Thomas A. Edison.

Here the future utilities magnate found himself in his native element, for he seemed to have a flair for things electrical. It was in this office that he helped set up the first telephone switchboard erected outside the United States, and he had the thrill of operating it during the first half hour it was in service.

Because of his eagerness to learn all there was to know about electrical affairs and because of his insatiable appetite for work, he was invited to come to the United States as secretary to Mr. Edison.

This was in 1881. At the great plant at Schenectady, N. Y., Mr. Insull learned the ways of his famous chief. For twelve years he remained there, taking over full charge of the business affairs of Mr. Edison, holding his power of attorney, keeping his bank account and acting as his personal representative in establishing the various Edison companies and taking over their management. And in 1889, when the various Edison manufacturing concerns, with Edison Electric Light company, were consolidated into the Edison General Electric company, he became second vice-president in charge of the manufacturing and selling departments. And when this corporation was consolidated with the Thompson - Houston company as the General Electric company in 1892, he served the latter as second vice-president. He resigned this office in the same year to accept the presidency of the Chicago Edison company which merged with the Commonwealth Electric company in 1907.

The affairs of the Chicago Rapid Transit company, the Chicago and Interurban Traction company, the Chicago, North Shore and Milwaukee Railroad, the Chicago, Aurora and Elgin line and the Chicago, South Shore and South Bend Railroad company—each an intricate transportation in itself—help occupy some of his spare moments.

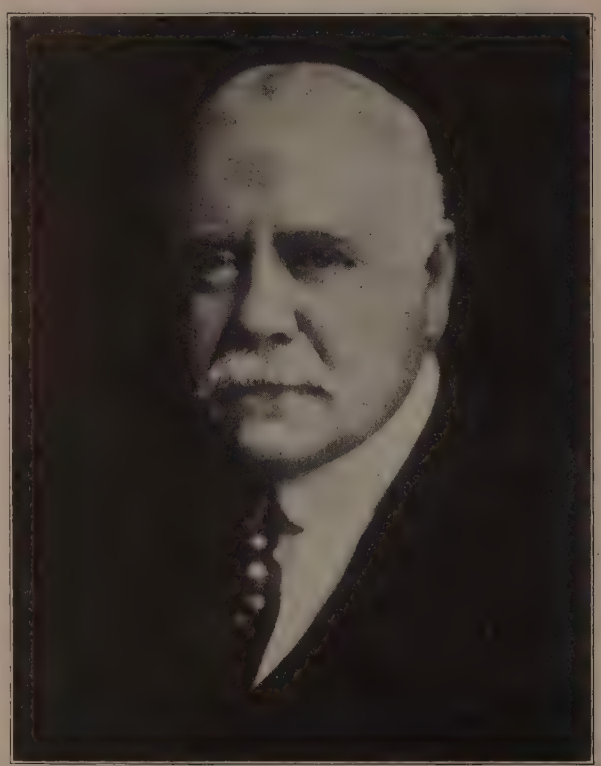
As chairman of the state council of defense during the war, Mr. Insull served with distinction, and the success of the Liberty loan, Red Cross, and other campaigns was directly attributable to his unflagging energy.

He was married in 1899 to Margaret A. Bird, the Gladys Wallis of the stage, who at the head of her own repertory company later in life resumed her artistic career. Their son is Samuel Insull, Jr.

LOUIS ALOYSIUS FERGUSON

CLOSELY interwoven with the rapid growth of the Commonwealth Edison Company, that institution which lights the millions of Chicago's lamps, turns its factory wheels and motivates its transportation systems, the story of Louis A. Ferguson is distinctly a twentieth century romance that moves with the strides of the seven league boots of applied science in our day.

Louis A. Ferguson was born in Dorchester, Massachusetts, August 19, 1867, the son of Denis Ferguson, a druggist, and Louisa Doherty Ferguson. He was educated at Lincoln school, South Boston, the Dorchester high school and at the Massachusetts Institute of Technology. His Bachelor of Science thesis, 1888, on The Candle Power of Incandescent Lamps as Related to Current, Voltage and Energy Consumed, resulted in his selection of the central station as the field of his future labors and in the August following his graduation, he entered the employ of the Chicago Edison Company in the underground distribution department. His promotions have been rapid and steady until he has emerged one of the leaders of his profession.



In 1889 he was made assistant electrical engineer of the construction department; and the following year witnessed his promotion to the position of electrical engineer of the company. Three years later his duties were enlarged to include supervision of all soliciting and contract work. He was particularly successful in negotiating long term contracts with many of Chicago's largest mercantile and industrial concerns.

General superintendent of the Chicago Edison Company from 1897 to 1902, he held the same position in the Commonwealth Electric Company from 1898 to 1902 and from the latter year until 1914 as vice-president of both companies. Since February, 1914, he has been vice-president in charge of the contract, operating, construction and electrical departments of the Commonwealth Edison Company.

Mr. Ferguson is a well-known engineer, credited with being the first central station engineer to recommend the three phase alternating current transmitted to sub-stations with rotary conversion to direct current for general distribution. The system now is in general use. He also has made valuable contributions to low tension distribution, and has continued his early studies in illumination.

By frequent trips to Europe Mr. Ferguson has kept in touch with scientific developments there and the introduction of the Wright demand system of differential rates to the United States is the result of his foreign studies.

Mr. Ferguson is president and a director of the Minerallac Electric Company, and a director of the Public Service Company of Northern Illinois, the Middle West Utilities Company, Insull Utility Investments Incorporated and the Chicago Morris Plan Bank.

In 1895 Mr. Ferguson was appointed a lecturer at the University of Wisconsin. He was president of the Northwestern Alumni Association of Massachusetts Institute of Technology in 1898 and 1899, president of the National Electric Light Association in 1902 and 1903; the Association of Edison Illuminating Companies in 1901 to 1903 and of the American Institute of Electrical Engineers in 1908 and 1909. Unquestionably, he has been one of the guiding minds in the national application of electric power.

Mr. Ferguson was married June 21, 1892 to Martha Sargent Jenkins. The Fergusons had five children, Louis A., Jr.; John (now deceased), Arthur, Martha and Alan. They reside at 1601 Wesley Avenue, Evanston.

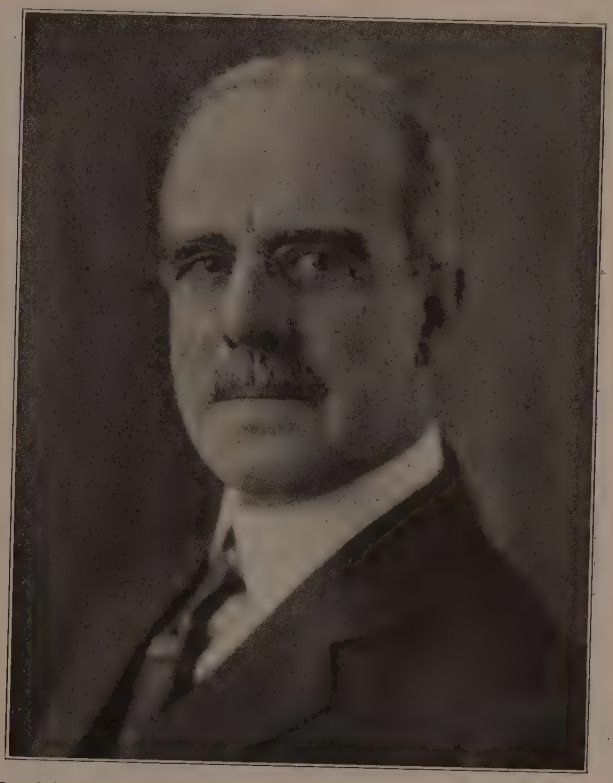
Mr. Ferguson is the author of many technical treatises. He is a Roman Catholic and a Republican. Golf and fishing are his favorite recreations. He is a member of the following clubs: Chicago, Commercial, University, Glen View, Chicago Athletic, Old Elm, Buccaneers, Attic, and Eagle Waters Golf.

THEODORE VINCENT PURCELL

THEODORE VINCENT PURCELL, Vice-President of The Peoples Gas Light and Coke Company has been occupied with the development of the gas industry throughout his entire career.

He was born in New York City, March 11, 1866. His father, John Purcell, was a merchant. His mother was Louise O'Toole Purcell.

Mr. Purcell's ambition, from early youth, was to become an engineer, and in spite of many obstacles that beset so many young men of his period, he never allowed this desire to be dimmed, or his purpose diverted. He obtained his early education in the public schools, and later attended the Cooper Institute, where he acquired the degrees of B. S. and M. E.



He then entered the employment of the Equitable Gas Company. Just at that time the gas industry was undergoing a revolution in the matter of manufacture. The old coal gas benches were passing away, and the carburetted water gas generators were taking their place, and this necessitated changes in the entire system of gas manufacture and distribution. Starting in the drafting department, Mr. Purcell progressed step by step through the various departments until he was appointed Chief Engineer of the Company, which position he held until it consolidated with the New Amsterdam Company.

In July, 1901, he came to Chicago to take the position of General Manager of the Ogden Gas Company. That company was subsequently absorbed by The Peoples Gas Light and Coke Company, and he transferred his activities to the latter company.

Here again he was confronted with a period of readjustment in business relations. This time, however, the changes taking place related to accounting systems, relations with employes, and similar matters. As assistant to the President, he promoted many important developments, such as a new system of general accounts, company library, restaurant, service annuity system, scientific employment and service record system, company club activities, and similar extensions of the company's relations with its employes and the public.

The Peoples Gas Light and Coke Company was the first gas company to offer its domestic customers a free service in domestic science. This was done under Mr. Purcell's intiative and direction.

Within the last few years gas companies have turned their attention to scientific systems of rate making. Gas was sold to everyone at a flat rate, irrespective of the customer's requirements. This was an uneconomical system and greatly retarded the development of the business.

A careful study and survey of local conditions was made, which resulted in a new schedule of rates being put into effect. This schedule is revised from time to time and rates reduced as the growth of the business justifies such reductions.

Mr. Purcell was a pioneer in the Gas Industry in the promotion of equitable rate schedules. He is, at the present writing, Chairman of the Rate Structure Committee of the American Gas Association. In 1923 he visited Europe investigating gas making methods in all of the principal cities.

What Mr. Purcell has done during his life in aiding the development of the gas industry, to the end that the people of Chicago should have a satisfactory and dependable gas service at any and all times, and at the lowest cost possible, entitles him to a place among the "men who have helped to make Chicago."

Mr. Purcell has lived in Evanston for many years. He married in 1892 Anna Loretto Wallace (now deceased) and has had six children; Dorothy, Kathryn, Theodore (deceased) John Wallace, Natalia and Theodore V. He is a member of the Western Society of Engineers, the Collegiate Club and the Westmoreland Country Club.

JOHN FOSTER GILCHRIST

JOHN FOSTER GILCHRIST is the product of a distinguished ancestry. He is the fifth in the line of American Gilchrists, his earliest paternal ancestor, William Gilchrist of Kilsyth, Scotland, landing in America before the Revolutionary War and settling in Saratoga County, New York. On his mother's side, too, is almost three centuries of stanch American ancestry; his forebear, David Foster, landed in Connecticut in 1836. Others of this illustrious family were Robert Treat, early Governor of Connecticut; General Richard Montgomery of the Revolution; and Samuel Andrew, one of the founders and second president of Yale University. Mr. Gilchrist's father was James Mairs Gilchrist of the pioneer wholesale grocery firm of McKindley, Gilchrist and Company of Chicago; his mother (whose family he resembles most), Mary L. (Foster) Gilchrist.

He, himself, was born in Chicago on March 14, 1868. After graduating successively from the Chicago Grammar Schools and the Hyde Park High School of this city, Mr. Gilchrist obtained a position in 1887 as office-boy in the Chicago Edison Company, predecessor of the present Commonwealth Edison Company. Seven years later he was advanced to the Assistant Managership of the Electricity Sales Department. The following year he enrolled in the Law Department of Lake Forest University, from which he was graduated in three years' time.

A brief survey of Mr. Gilchrist's career shows that he could point to other qualifications than ancestry as evidence of distinction. In 1896 he was advanced to the position of Contract Agent, which he held for ten years. Next he became Assistant to the President, retaining this position for eight years. And in 1914 he was made Vice-President in charge of Purchasing, Stores, Transportation, and Statistics.

At the same time he filled these positions he has held other posts of equal importance in the "Insull Properties," that vast aggregation of public utilities concerns. He is at present President of the Federal Electric Company; of the Utility Securities Company; of the Chicago and Illinois Midland Railroad Company; and of the Illinois Maintenance Company. He is Vice-President of the Middle West Utilities Company. And he is a director of the Public Service Company of Northern Illinois.

Mr. Gilchrist is at present member of several clubs: the Chicago Club, Union League Club, South Shore Country Club, Flossmoor Country Club, Chicago Athletic Club, City Club of Chicago, Industrial Club of Chicago, Engineers Club of New York, Mid-Day Club (Chicago), Electric Club of Chicago, Midway Athletic Club, The Attic, The Franklin Institute, Western Society of Engineers, and American Institute of Electrical Engineers.

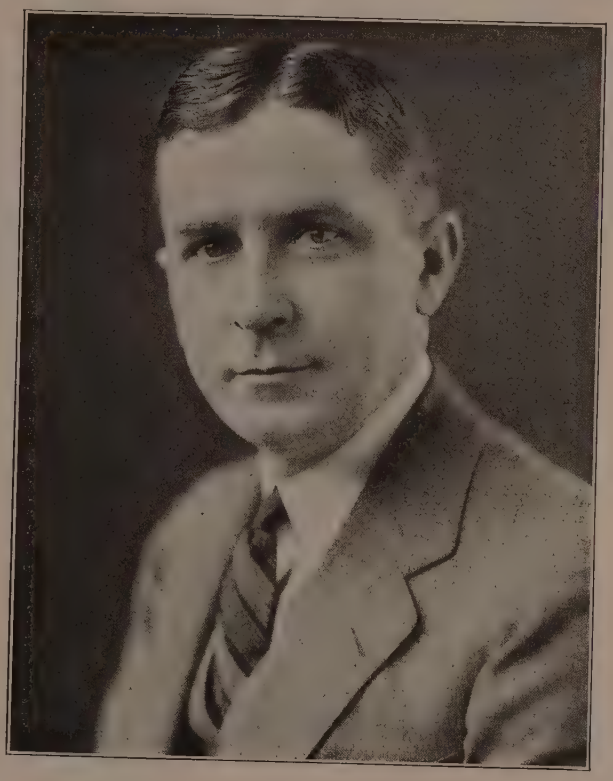
Although not actively associated with affairs military or naval during the World War, Mr. Gilchrist served as Chief of the Chicago Division of the American Protective League, and as member of the Board of Directors of that organization. He was also Chairman of the Subcommittee on Fuel of the State Council of Defense. Mr. Gilchrist has never held any political or civil positions. He is a member of the Hyde Park Presbyterian Church of Chicago.

On November 19, 1896, he married Miss Emma Lock Boyd, daughter of Charles Lansing Boyd. The latter, now a resident of El Cajon, Calif., was one of the pioneer settlers of Chicago, where he was engaged in the banking and brokerage business for many years. The Gilchrists have three children—John Mairs Gilchrist, Marian Gilchrist Ingwersen, and Dorothy Foster Gilchrist.

Mr. Gilchrist is regarded today as one of the leading figures of the nation in public utlities.

EDWARD J. DOYLE

AMONG Chicago's many enterprises there are none which are more closely a part of the destinies of the city than its utilities, the providers of light, heat, power, transportation, and communication. Their extensive services do not represent the efforts of any one individual, or group of individuals, but the unceasing energy and foresight of many. In this group, contributing to Chicago's greatness through the efficiency of their services, certain personalities have conspicuously asserted themselves.



For thirty-three years Edward J. Doyle has been associated with the organization now known as the Commonwealth Edison Company; and during those years he has risen from office-boy to vice-president.

Born in Chicago on August 28, 1879, he received his education in the schools of his native city. At the age of seventeen he entered the employ of the old Chicago Edison Company, as office-boy. In 1907 that company was merged with the Commonwealth Electric Company to form the present organization. After entering business Mr. Doyle continued his education and eventually became private secretary to Mr. Samuel Insull. It was from this position that he was promoted to the post of assistant secretary and assistant treasurer of the Commonwealth Edison company, in 1913. The following year he was elected secretary and treasurer of the Commonwealth Edison Company; a decade later, he became vice-president.

In addition to the position of vice-president of the Commonwealth Edison Company enumerated above Mr. Doyle holds the following positions: vice-president of the Commercial National Safe Deposit Company; vice-president of the Walker Vehicle Company; vice-president of the Great Lakes Broadcasting Company, and president of the C. T. C. Safe Deposit Company. An imposing array of titles is Mr. Doyle's, especially in view of what it means to be an important figure in the far-famed "Insull Group" of public utilities corporations.

In addition to being officer in the firms just mentioned, he is a director in many of them as well. He holds directorships in these organizations: Middle West Utilities Company; Midland Utilities Company; Utility Securities Company; Insull Utility Investments, Inc.; Chicago, Aurora and Elgin Corporation; Chicago & Illinois Midland Railway Company; Hill, Joiner & Company; Walker Vehicle Company; Western United Corporation, and the Automatic Transportation Company. Mr. Doyle's offices are at 72 West Adams Street, Chicago.

He resides at 1035 Starr Road, Winnetka. He was married to Miss Bertha Katherine Streff on June 27, 1910, at Chicago. The Doyles have three children, Edward J. Jr., Rosemary Katherine and Elizabeth Jane.

He holds membership in the following clubs: Chicago, Chicago Athletic Association, The Attic, the Mid-Day, the Evanston Golf, The Economic Club of Chicago, of which he is second vice-president.

As might naturally be expected, Mr. Doyle has all of a native son's preference for Chicago. Having been fortunate enough to make here a first business connection that has given him every opportunity, he has never had to face what he would regard as a great hardship—the necessity of leaving Chicago. Although he could not, in any interpretation of the word, be called a pioneer, he has seen so many changes in the city's industrial life that he deems it a privilege to be even a spectator.

He has had a particularly good opportunity to see the industry with which he is identified grow to great proportions from a comparatively humble beginning, and he derives much satisfaction from the knowledge that its growth has had so much to do with the growth of his own city, Chicago.

BERNARD J. MULLANEY

BERNARD J. MULLANEY—whose name has become a synonym for effective large-scale publicity in Chicago—was born in Woodhull Township, Steuben County, New York, and educated in the village school. He began his career as a farm hand and as a country school teacher in New York, later becoming a grocer's clerk in Minneapolis.

Fifteen years of newspaper work on St. Paul, Minneapolis, and Chicago papers as reporter, copy reader, city editor, traveling correspondent, and political editor; and advertising positions with such Chicago firms as Schlesinger & Mayer; H. G. Selfridge & Co., Carson, Pirie, Scott & Co., and Armour & Co., constituted an enviable background—and one obtainable only by the most unusual abilities.

After four years in public office as secretary to the Mayor and as Commissioner of Public Works of the City of Chicago, Mr. Mullaney returned to advertising as the head of an agency. During the World War he was in the volunteer organization of the State Counsel of Defense of Illinois, under Samuel Insull, Chairman.

Since the war Mr. Mullaney has been an outstandingly important member of the Peoples Gas Light and Coke Company. He is vice-president in charge of public and industrial relations, vice-president of the Peoples Gas Subsidiary Corporation, vice-president and director of the Peoples Gas Stores, Inc., director of the Utility Securities Company, supervisory manager of the Illinois Committee on Public Utility Information, and "of counsel" in the advertising, publicity and public relations affairs of several public utilities companies. He has been a director of the American Gas Association since 1924, a vice-president during 1927-28, and advanced to the presidency in October, 1928.

As a leading figure in the public utilities industry since 1919, Mr. Mullaney has been a stern opponent of government ownership (municipal, state or federal), consistently advocating vigorous publicity and intelligent advertising as an antidote to government ownership propaganda and as insurance against political "blackjacking."

It is Mr. Mullaney's contention that the public needs efficient electric, gas, transportation, and telephone service just as much as the companies supplying these services need revenues from the public; and that the more clearly the public appreciates, the problems and functions, the operation and principles of these concerns, the more friendly and helpful will be the attitude of the public toward these concerns. The salutary change in the public's viewpoint of recent times has proven Mr. Mullaney's belief to be sound.

Mr. Mullaney is active in the Chicago Association of Commerce, having been Chairman of its Ways and Means, General Publicity, and other committees for several years, vice-president in 1926, and a member of the Executive Committee since then.

He is also a member of the Chicago Historical and Geographical Societies, of the Art Institute (for life), and of these clubs: Chicago Athletic, Chicago Yacht, Mid-day, City, and Electric and Economic, of Chicago; Kishwauketoe Country, of Lake Geneva, Wis.; and National Arts, New York.

On December 11, 1895, Mr. Mullaney married Jane King, daughter of James and Mary (Coyle) King, who died April 9, 1927. He is a Roman Catholic and a Democrat. He has traveled over most of the United States and Canada, and much of England, Ireland, France, Germany, Belgium, Holland, Switzerland, and Italy.

Mr. Mullaney brings to Chicago the distinction of numbering among its citizens one of the foremost public relations men in America.

Not only in the particular business in which he is engaged does Mr. Mullaney number his friends: men in every walk of life are glad to claim his acquaintance.

CHARLES ANDREWS MUNROE

THE hurry, the manifold worries and the countless distractions of the modern business office are not usually thought conducive to judical reasoning and logical conclusions and decisions. The more remarkable, then, is the reputation of Charles Andrews Munroe as a man who decides his business problems with all the deliberation and precision of a judge on the bench. The ability to use thus his mental powers under adverse circumstances thrust him at an early age into executive positions, until today he is at the head of the powerful Laclede Gas and Electric Company of St. Louis.

The name Munroe has played a historic part in the development of America from the day in 1685 when William Munroe came to this country. Charles Andrews Munroe was born on Feb. 9, 1875, at Middlebury, Vermont, the son of Merrick Adams Munroe and Henrietta Persis Munroe.

He studied in the public schools, and when he had finished there he entered Middlebury College, from which he was graduated in 1896 with the degree of Bachelor of Arts. Then he came to Chicago and entered Northwestern University Law School, and in 1897 —the year after his arrival here—was admitted to the practice of law in Illinois.

Early in his career Mr. Munroe was attracted by the prospect of power development, and he gave the matter much thought. He entered upon his career with public utility interests in 1902 when he took part in the venture to develop water power on the Desplaines River. He became associated with the Economy Light and Power Company of Joliet, and during the years between 1906 and 1911 he was manager of that corporation.

While he held this position he began to realize the future which was in store for anyone who could manage to combine the many small properties scattered about the country, each struggling along by itself, but capable of great good if their resources could be combined. So in 1910 he began to buy up the gas and electric properties of the north central part of the state, and laid the foundation for the corporation later known as the Illinois Valley Gas and Electric Company.

Wider and wider stretched the bounds of his imagination, and presently he crossed the boundaries of the state and undertook to form in Indiana a corporation similar to the one he had built up in Illinois. He organized, from a number of small and isolated units, the Northern Indiana Utilities Company, and after that the Ohio Gas and Electric Company.

Returning to Illinois, Mr. Munroe gathered in several other small corporations, and merged them all with the Illinois Valley Gas and Electric Company, calling the amalgamated properties the Public Service Company of Northern Illinois. For several years he was vice-president of that organization, and at the same time was vice-president of the People's Gas Light and Coke Company, the great corporation which furnishes gas for light and fuel to Chicago. He was a member of the Board of Directors of the latter until 1924.

Mr. Munroe also held executive positions in a number of other public services organizations, but he determined to concentrate his energies instead of having them diffused. So in 1924 he resigned from the Board of Directors of the Middle West Utilities Company and a number of other concerns.

Mr. Munroe was married on August 20, 1907, to Miss Rhea Logan, daughter of Frank G. Logan, Chicago banker and broker. His clubs are the Chicago, Commercial, Industrial (Pres. 1918-19), Mid-Day (Treas., Trustee), University, City, Chicago Yacht, The Attic, Racquet, Old Elm, Saddle & Cycle, Onwentsia, Shoreacres (Chicago); St. Louis Country, Racquet, (St. Louis); The Recess, New York Yacht; Greenwich Country, Indian Harbor Yacht, (Greenwich, Conn.); Coleman Lake Club.

LEWIS EDWARD MYERS

IT IS no wonder that Lewis Edward Myers finds a part of his pleasure in historical books, for history deals with the people and it is with his work in public utilities and his charities that Mr. Myers comes in contact with people of every kind. To be a public worker one must have the ability to deal with others fairly. This attribute is Mr. Myers'.

When one's earliest ambition is to be a writer, it is very hard to prophesy just what the future holds. But Mr. Myers has long ago shown his mettle. His first work was in the stock yards at East Liberty, Pennsylvania, far from his present home. He received ten dollars a week for performing a variety of duties. But with other young men of his time he heeded the new slogan, "Go West," and arrived in Chicago September 1, 1888.

From a position of assembling store castings at fifteen dollars a week he has risen to the presidency of his concern, The L. E. Myers Company. He has also been very well known for his civic activities. Charitable work has found him an able worker and helper. Among those that list his name on their register and in which he holds office are the Anti-Cruelty Society, President of the Allandale Association, Chairman of the advisory board of the Salvation Army, trustee of Margaret Budd Memorial House and Chairman of the Western Division of the Boys' Club Federation. Thirteen public utility and industrial corporations have his guiding hand as president, and twenty-seven as director. In the capacity of chairman of the State Council of Illinois, Cook County, he has served his adopted state.

Golf and cards are the two big interests that succeed in drawing him away from work. His clubs attest to the fact that he considers pleasant surroundings necessary. They are the Lake Shore Athletic, Hamilton, Butler Field Country, and the Lake Geneva Country Club.

In his early boyhood days he received a common school education. In later years, through his sincere efforts, he matriculated at the Western University of Pennsylvania and the Episcopal Classical Academy, thus gaining a background for his field of endeavor. His traveling has been confined to Central and South America; not only are the countries rich in beauty for him as a visitor, but as a business man he finds these a fine opening for public utilities.

A list of the companies in which his official capacity is that of president reads like a recital of Nature's resources. His own concern is at the top of the column, which also includes Eastern Illinois Ice Company, Southern Wisconsin Electric Company, Big Falls Power Company, Iron, Wood and Bessemer Ry. & Light Company, Michigan Gas and Electric Company, Tri-State Construction and Equipment Company, Bituminous Products Company, Booth Electric Firmace Company, Lake Superior District Power Company, Gogebic and Iron County Ry. and Light Companies, Ashland Light, Power and Street Railway Company, and Ashland Power Company.

His charitable hobbies that deal with underprivileged boys gives him a very good insight into boys and their natures. It has been the great desire to help less fortunate children that has actuated his good work as Chairman of the Western Division of the Boys' Club Federation. He has been able to indulge in his love of knowing the boys and serving them. It takes an understanding and sympathetic man to appreciate needs of a boy who has not had the advantage which are his birthright. For many years Mr. Myers has made his home at the Blackstone Hotel.

Mr. Myers was born in Pittsburgh, Pennsylvania, July 14, 1863, but Chicago is proud to claim him as a substantial builder and helper.

HARLEY LYMAN CLARKE

A THOROUGH man of the world, educated, cultured, traveled, and a power in the financial world, is Harley Lyman Clarke, who is equally at home in Chicago, New York, and London.

He was born forty-eight years ago at Richmond, Macomb County, Michigan, the son of Dr. William D. and Emma Cummings Clark. His boyhood was spent in Michigan where he received his early education; later he attended and obtained a degree from the University of Michigan at Ann Arbor. During his college career, he played on the football team and also worked on the school paper.

After completing his education, Mr. Clarke worked for a time on a Chicago newspaper. He later secured a position with a gas engine company, selling gas engines to Utilities companies and organizations, and thus he first became interested in the Utilities business. He is now president of the Utilities Power and Light Corporation of Chicago, New York, and London, which position requires an exceptionally high degree of executive ability as well as the qualities of a diplomat. In these days of the miraculous development of the uses of electricity, it takes an alert man to keep his company abreast of the times. In addition to this very important position in the business world, he is also president of the International Projector Corporation of New York, and of the National Theatre Supply Company, and Chairman of the Board of Fayre and Fisher Brick Company of New York and Fayreville.

The nature of his work has brought Mr. Clarke into contact with many of the best minds of the business and industrial world, and his wide acquaintance has led him to become a member of many social organizations. Among the more prominent of them are the Press Club, the Hamilton Club, the Chicago Athletic Association, the Union League Club, the Park Ridge Country Club, the Columbia Club of Indianapolis, Indiana; the Big Foot Country Club of Harvard, Illinois; the Bankers Club of America, of New York City; the Royal Automobile Club of London, England; the Embassy Club of London, England; and a number of high Masonic orders.

Every man can be pretty accurately gauged by the nature of his hobby—the avocation to which he devotes his spare moments. One of Mr. Clarke's hobbies is the collecting of clocks, of all sizes, ages and makes. Wherever he goes he is always interested in the means which people have adopted for the measurement of time, and he usually manages to possess himself of a clock. As he has traveled extensively in all the European countries, his collection of time pieces is now both large and valuable.

His favorite sports are golf, tennis, and all forms of aquatic amusements; and when he reads for pleasure it is works of history and travel which attract him. He is a member of the Christian Science Church.

Mr. Clarke's friends know but little of his many charities, but they do know that he is a friend to the unfortunate, and that one of his favorite charities is putting an education within reach of underprivileged boys.

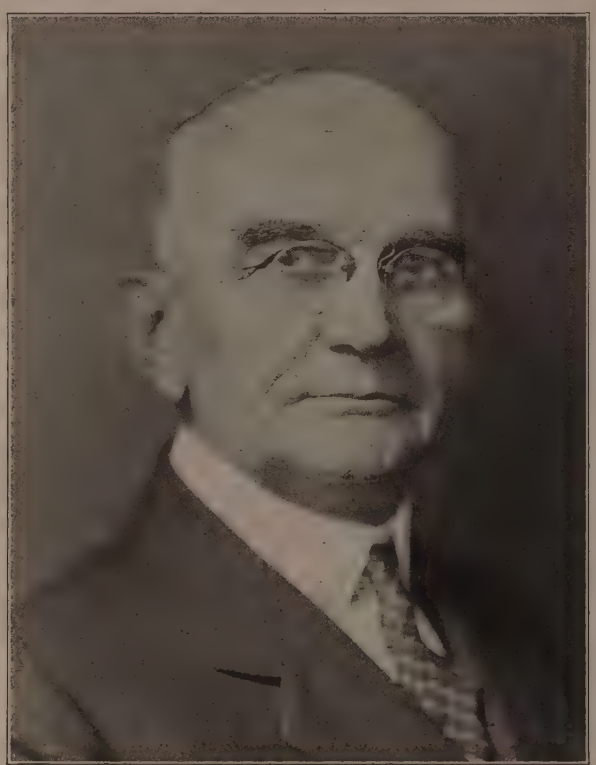
Mr. Clarke was married October 4, 1905, to Miss Hildur Freeman. To them have been born two children: John William and Hermona Lorraine. They reside at 118 Broadway Avenue, Wilmette.

Mr. Clarke is another striking example of the college boy who works his way from small beginnings and is cheerfully willing to gain his business experience by serving an apprenticeship in the ranks. The experience gained through newspaper work and salesmanship is an education in itself, and it is not surprising that with such a foundation Mr. Clarke has achieved one of those very interesting and ingenious careers that has attracted the attention of the business and civic centers of two continents.

CLAYTON MARK

CLAYTON MARK is one of the most widely-known men in his field of endeavor, and has been a very constructive influence in matters of public education.

He was born on a farm near Fredericksburg, Pennsylvania, June 30, 1858. His parents were Cyrus and Rebecca Strohm Mark. The arrival of his earliest ancestor in the United States dates back nearly two hundred years, when William Mark settled near Fredericksburg in 1735.



Mr. Mark's education was secured in the schools of Pennsylvania and later in Illinois, when his parents took up their abode in this state. In 1872 Mr. Mark arrived in Chicago, and four years later his business career began with his employment as clerk for the Chicago Malleable Iron Company. So loyal, efficient and thorough was he in his work that four years later he was made secretary of the company. The National Malleable Castings Company was subsequently organized to succeed this company, and Mr. Mark was made director of its Chicago works. In 1923 the institution was again reorganized and the name changed to the National Malleable and Steel Castings Company, which it bears today, Mr. Mark being a member of the board of directors.

While Mr. Mark was still secretary of the Chicago Malleable Iron Company in 1888, he established an independent company for the manufacture and sale of water well supplies, known as the Mark Manufacturing Company. Mr. Mark became one of the first producers of steel pipe in this country when he added the manufacture of this product to his business. He built his own pipe mills at Evanston, Illinois, and bought a plant at Zanesville, Ohio. He founded, in 1908, the Vinegar Hill Zinc Company for the mining of zinc ores, and operated in the zinc fields of Illinois, Wisconsin, Oklahoma, and Kansas. Deciding to go a step farther and roast the ores himself, Mr. Mark organized the National Zinc Separating Company in 1914. A chain of jobbing houses was established in the Southwest for the main purpose of marketing the products of the Mark Manufacturing Company. This company was incorporated in 1916, and built a complete steel plant for filling its own requirements at Indiana Harbor, Indiana. Some time later Mr. Mark's company was merged with the Iroquois Iron Company, the Northwestern Iron Company, and the Newport Mining Company. The new corporation was called the Steel and Tube Company of America, and Mr. Mark became chairman of the board of directors. The company sold its business and properties in 1923 to the Youngstown Sheet and Tube Company.

Mr. Mark then retired, but only temporarily, for he wished to remain active in the affairs of the country. He organized, incorporated, and became president of Clayton Mark & Company in 1924, which sells and manufactures steel pipe and water well supplies.

Always devoted to the progress and development of Chicago, Mr. Mark has concerned himself chiefly with matters pertaining to education. For over nine years (1896-1905) he served on the board of education, being its president from 1902 until 1905. At the time Mr. Mark first became a member of the board, there were a number of conditions existing which he considered needful of alteration or remedy, and due to his efforts needful reforms were instituted.

While Mr. Mark was chairman of the educational committee of the Commercial Club of Chicago, he had sent to Europe a representative to study its methods of vocational education. The results of this study were published in a book.

Mr. Mark is a clubman of note. He also is a member of the Chicago Historical Society, Field Museum, and Art Institute.

He was married in 1880 to Miss Anna L. Griffith, who died in 1915. There are nine children.

CHARLES INGALS PIERCE

WHEN a serious-faced young man entered the University of Illinois about the year 1890, giving his name as Charles Ingals Pierce, there was no way for the school authorities to know that the newcomer was a famous executive in the making. They could not look through the years and find him at the head of a large organization, which he was to build with his own efforts, and so they enrolled him with comparatively little thought. The young man, however, devoted practically all his time and energies to his course with that quiet persistence that shows its faith by its works. He was in college to gain a sound economic foundation for the future, and when he left the university he had acquired what he sought, had assimilated it and was ready to embark on a business career.

Born in Kewanee, Illinois, March 24, 1871, the year of Chicago's great fire, Charles Ingals Pierce was the son of John Henry and Sarah Ingals Pierce. His father was president of the Western Tube Company, located in Kewanee, and was an active, thorough-going man with a business acumen far above the average From the time of his son's birth, John Henry Pierce was determined that the boy should follow in his footsteps and this determination must have been communicated to the son, for young Pierce early showed a keen interest in the affairs of the Western Tube Company. After finishing at the University of Illinois, he took a position at once in his father's company and remained with it for a number of years.

In 1896 Charles Pierce was married to Louise Lyman, the daughter of Elias and Louise Lyman of Kewanee. The Lyman family was one of the most highly respected of the town and the union, a most happy and promising one, was only broken up by the death of Mrs. Pierce a few years later.

From his association with his father in the Western Tube Company and his own research work in connection with the coal industry, the younger Pierce began to make plans for developing the coal fields in Central Illinois. He studied the situation carefully and at last in 1903 he started operations in Fulton County, later transferring his activities to Saline County, in Southern Illinois. With a very small beginning, he built up these coal properties until, in the year 1926, they were producing annually two and a quarter million tons of coal. Only exceptional ability as an organizer and unusual business foresight could have accomplished such results, for mining in Illinois was being done in a more or less haphazard fashion at that time and there were countless difficulties to encounter. Fortunately, Charles Ingals Pierce possessed the initiative and perseverance which overcome all obstacles.

The year 1906 saw Mr. Pierce locating in Chicago as the secretary and treasurer of the Big Creek Coal Company, which greatly enlarged and prospered under his able leadership. He became fascinated with Chicago's remarkable growth and as a commissioner on the Lincoln Park Board, he spent a considerable portion of his time promoting an elaborate park system which should make Chicago a veritable garden spot as well as a railroad and commercial center. He died June 12, 1927.

As an earnest and sincere worker, he won the profound respect of civic and industrial leaders over the United States. He was scrupulously fair in all business dealings.

Among the clubs to which Mr. Pierce belonged were the Chicago Athletic Association, the Chicago Club, the Union League Club, the Racquet Club, Onwentsia, Saddle and Cycle Club, Old Elm Club and the Chicago Club of Charlevoix, Mich. He was also a member of the Chicago Ass'n. of Commerce, the Illinois Mfrs, Ass'n. and the Masonic fraternity.

Two daughters, Mrs. Katherine Pierce McCreary and Mrs. Adelaide Pierce Insull, and a son, Charles Ingals Pierce, Jr., reside in Chicago and, with a host of friends, cherish the memory of their father.

EUGENE JACKSON BUFFINGTON

EUGENE JACKSON BUFFINGTON is one of those quiet men whose genius is expressed not in words, but the glare of blast furnaces and the bustle of great enterprise. Born in a state of mines, he came, a young man, to the place where mine products are merged in a great industry and carved a high place for himself.

Eugene Buffington was born in Guyandotte, West Virginia, March 14, 1863, the son of Columbia Louise and James H. Buffington. His father, a moderately prosperous tobacco manufacturer, saw to it that what educational advantages were available were put at his son's disposal and Eugene justified to the fullest this parental care. The public schools of Covington, Kentucky, where his family had moved, were supplemented by a course at Chickering Institute and later young Buffington completed his education at Vanderbilt university. He has returned now to that campus as a trustee.

He emerged from his studies, a well equipped executive and almost from the first the world of industry found need for him. His work as secretary of the American Wire & Nail company from 1884 to 1888 was rewarded with the post of secretary and treasurer of the American Steel & Wire company and the following year he became president of the Illinois Steel company and a power in the mighty world of that industry. He still holds that post.

But the growth of this quiet career did not stop there. As he sat at his desk directing the work of thousands, the destinies of a great corporation, his influence penetrated in an ever widening circle. He became president of the Indiana Steel company. His interests reached out to banking. He became a director of the Continental and Commercial National bank, the South Chicago State Bank, the Gary State Bank. He took a controlling interest in the Gary Land company.

Engrossing as this steady evolution in great affairs may appear to the layman the energies of Eugene Jackson Buffington were not consumed in the consummation of his industrial ambitions. He has retained his college loyalty through life, finding time in the spare hours from his desk to assist in directing the affairs of his alma mater, Vanderbilt.

And the millions, whose names seldom find their way into history, but whose sweat is an essential in the building of any industry, were not forgotten by the president of the Illinois Steel company. Mr. Buffington is a trustee of the Chicago Sunday Evening club, that organization that throws open each Sunday night, the doors of Orchestra Hall to the men on the street, gives the inspiration of music by a great choir and brings speakers of international fame to address the heterogeneous audience.

Two days after Christmas, 1888, Mr. Buffington was married to Drucilla E. Moore, daughter of Laban T. and Sarah E. Moore. The Buffingtons have two daughters, Eugenia B. Walcott and Sarah Louise Buffington.

Mr. Buffington is a republican. He has preserved his collegiate interests in the University clubs of Chicago and Evanston. He is also a member of the Glenview, Commercial Mid-Day and Old Elm clubs.

His interest in the origin and romantic development of his adopted city, to whose progress he has contributed in no small measure, has been expressed as an active member of the Chicago Historical Society.

On teeming centers such as the steel mills the Chicago of destiny rests. Whether that destiny shall be fulfilled or fallen short of, depends much upon the men such as E. J. Buffington, who say little but whose acts guard the prosperity of Chicago.

PHILIP DEE BLOCK

THE making of Chicago—the striking evolution of a great modern city from a few wooden huts scarcely distinguishable from the mud of the unsettled prairie in which they squatted—all within the course of a single century, is one of the truly marvelous expressions of the age of speed in which we live.

Against the background of history—the centuries of slow tedious development, this startlingly rapid shooting up of one of the world's largest centers of industry, commerce and culture, is almost unbelievable. Not until we stop to consider separately each one of the myriad industries do we fully understand how the city could have grown. But after a study of each of the industries we realize that the growth of Chicago was merely the sum total of the growth of all these lines of activity—as they took on larger and larger proportions, the city became greater and greater. So it is that the men who made these industries, made Chicago.

One of these makers of whom little is heard, but upon whom a great deal depends is Philip Dee Block, president of the Inland Steel Company.

A few miles to the south of the line that marks the limits of Chicago and a little beyond the boundary of Illinois, is a city of steel making giants. People going about Chicago in the evening, bent on late toil or entertainment sometimes glance up to the southern sky, and see a red glow like the reflection of some infernal fire. "The steel mills" they say and go about their business.

But beneath the red glare in the sky are men sweating and laboring to raise the structure of modern civilization. Steel is the secret of this age, steel office buildings, reaching into the clouds, steel rails stretching into untold thousands of miles the world over, steel bridges spanning rivers and chasms. That's what the glow in the sky to the south of Chicago really means.

And the story of the evolution of that glow is a romance that is unexcelled in any of the twentieth century fairy tales that spring out of every new industry. Philip Dee Block is one of the true life heroes of this romance.

Mr. Block was born to manufacturing. His father, Joseph Block, was a manufacturer in Cincinnati, Ohio, where Philip Dee was born February 16, 1871—the year that Chicago was undergoing the ordeal by fire that was to purge it of early mistakes and lay the foundation of its growth to world dominance. Philip's mother, Rose Cahn Block, reared him in the traditions and faith of his people and laid the ground work of character that was so important as the industrial training he got from his father.

Philip was educated in the public grammar and high schools of Cincinnati. His later education was obtained in the world of production—an education that enabled him to begin well up in the scheme of things when he came to Chicago in December, 1893, to become treasurer of the Inland Steel Company.

For a young man of twenty-two, that was a considerable undertaking. But the Inland Steel Company had not misplaced its trust. Philip Dee Block is still with the company and every change he made from that first position as treasurer, was a step up to greater power and greater responsibility. His first promotion was to a vice-presidency. Later he became president—the position he still holds.

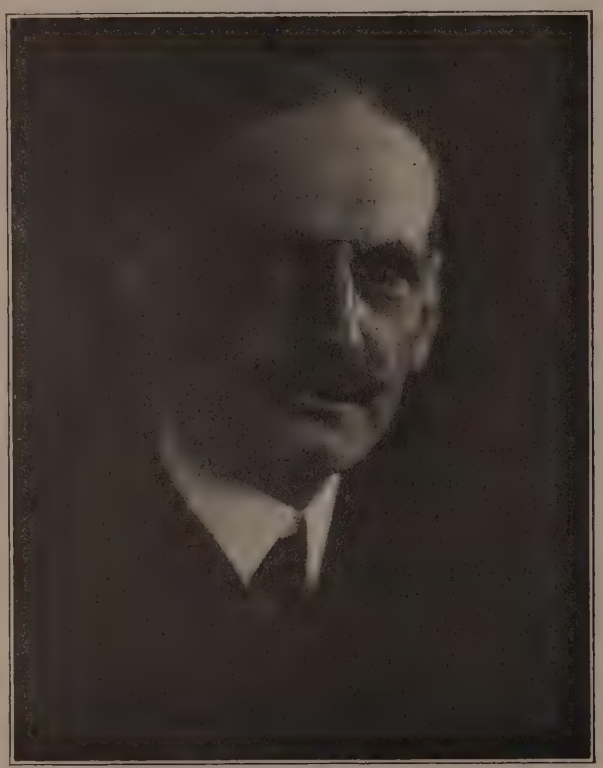
Mr. Block was married June 1, 1899—six years after his coming to Chicago—to Celia F. Leopold, daughter of Samuel F. and Babette Leopold. The Blocks have two children, Madeline B. Straus and Philip Dee Block, Jr.

Mr. Block is a member of Sinai Temple. He is a Republican and a member of the Standard, Mid-Day, and Lake Shore Country clubs.

THEODORE WINTHROP ROBINSON

"LIKE FATHER, LIKE SON," can well be said of Theodore Winthrop Robinson, one of the foremost iron and steel men in the mighty steel industry of the Chicago Industrial District. Both his father and his grandfather before him were noted men in the same line of endeavor.

His ancestors came to America from Scotland early in the Eighteenth Century, bringing with them the diligence and the knack of working in iron which marked Andrew Carnegie and others of their countrymen.



Charles Robinson of East Taunton, Massachusetts, was the grandfather of the subject of this sketch. He was one of the foremost ironmasters of Southeastern Massachusetts when that section was the center of the cut nail industry of the whole United States. He brought up his son to the same calling.

Theodore Robinson, the father of Theodore Winthrop Robinson, also was an ironmaster. But he was too big a man to be contained by East Taunton. Boston was the place for him, and there he went, and became a member of the firm of Leeds, Robinson & Company, iron merchants. He married Susannah Snelling Powell.

Of this parentage Theodore Winthrop Robinson was born in Boston on June 7, 1862. It seemed perfectly natural that he should betray a liking for the iron and steel industry, and naturally, in such a case he ought to study for his calling at the Massachusetts Institute of Technology. This he did, and was graduated a Bachelor of Science in 1884, at the age of twenty-two.

Even in that day, when Pittsburgh was forging to the front as the iron and steel center of the continent, and laying the foundation for years of domination of the industry, the Chicago district was fast becoming knewn as a promising field for iron mills.

So direct to the Chicago district came young Robinson as soon as he had his diploma, and took a position with the Joliet Steel Company. Fitted by his training, his tastes and his education for the trade, he rose rapidly, and was soon a recognized leader. He soon became vice-president of the powerful Illinois Steel Company of Chicago, a position which he still fills with vigor. His position is much more powerful in recent years, since the handicap of "Pittsburgh Plus" has been removed from the steel industry of the Chicago district, and it is rapidly surpassing Pittsburgh as the country's steel center.

Both business trips and pleasure excursions have taken Mr. Robinson across the Atlantic on many voyages, and his travels have extended all over Europe and the Near East. On these trips he has found ample opportunity to indulge his pet hobby, which is the collection of glassware of ancient lands. Each voyage sees a considerable addition to his collection, and in his cases today are some of the finest specimens in the United States, of Syrian, Phoenecian, Egyptian and other glasses. He loves the study of archaeology, and is considered an expert in many of its branches, but his specialty is antique glass in all its artistic forms.

Mr. Robinson has served his community in a number of ways, though never interested in politics as such. He has always aided in educational projects, and under the Busse administration was a member of the Board of Education of Chicago. Mr. Robinson was one of the leaders in introducing vocational training into the schools.

Mr. Robinson was married on June 3, 1891, to Miss Frances Steel, daughter of W. A. and Frances Louise Steel. To them five children were born, three of whom survive: Mrs. Ronald P. Boardman, Sanger P. Robinson and Theodore W. Robinson, Jr.

Mr. Robinson finds social relaxation in a number of clubs—the Chicago, University, Mid-day, Commercial, Onwentsia, Shore Acres, Old Elm, Arts and Casino. The family home is in Lake Forest, Illinois.

GEORGE HERBERT JONES

HAVING climbed from a six dollar a week clerk to president of three large companies and a pre-eminent figure in the metals industry, George Herbert Jones is reluctant to talk of himself. He is a man of action, not words, and like many other men of action he deprecates the romance of his life, disclaiming any but ordinary qualities.

His story, however, speaks for itself, and is the more vivid, perhaps, because it is so seldom told.

George Herbert Jones was born in Brixton, England, January 25, 1856, the son of Charles J. and Caroline Jones. He received his education in private schools in England and on the Continent, mostly in France, and in 1871, the year of the great fire, found himself in Chicago, equipped with determination, energy and the ability to learn what was going on around him. He possessed no college degree, but put to work an active body and an active mind.

In February, 1871, he went to work for Hall, Kimbark & Co., iron merchants, as a clerk in their establishment. His salary was $6.00 a week but he gave his position the devotion that it would have won had it paid him $600 a week and the final triumph of his career demonstrated the wisdom of his sincerity.

His father was an iron merchant. He found his first employment in an iron merchant's establishment and the entire story of his career has the metals industry as its locale. Mr. Jones' was the kind of mind that took what material was at hand and moulded the best from it, not wasting time on dreaming of the greener pastures in the distance. He is now president of the Hillside Fluorspar Mines, the Pershing Quicksilver Company and the Mid-West Forging Company. He was one of the organizers and the first chief executive of the Inland Steel Company of Chicago and is still a director, having given up his active work in that organization at the close of 1921.

It is a story of great contrasts of humble beginning and triumphant achievement, but the human story back of it—the records of the personal sacrifices, the hard struggles and the conquests against great odds, constitute the real romance. Mr. Jones treasures these as his own secrets, shying at anything that appears in the least as self glorification.

Mr. Jones was married August 15, 1876, five years after starting his career in Chicago, to Myrtilla Colbert, daughter of Elias Colbert. Their son, Harold Colbert Jones, died in 1924. A daughter, Ruth Caroline Jones, still lives.

Mr. Jones has traveled extensively in Europe and in Panama and the West Indies. He likes fishing, golf and takes a real interest in amateur farming and gardening.

He is an Episcopalian in faith and votes the Republican ticket.

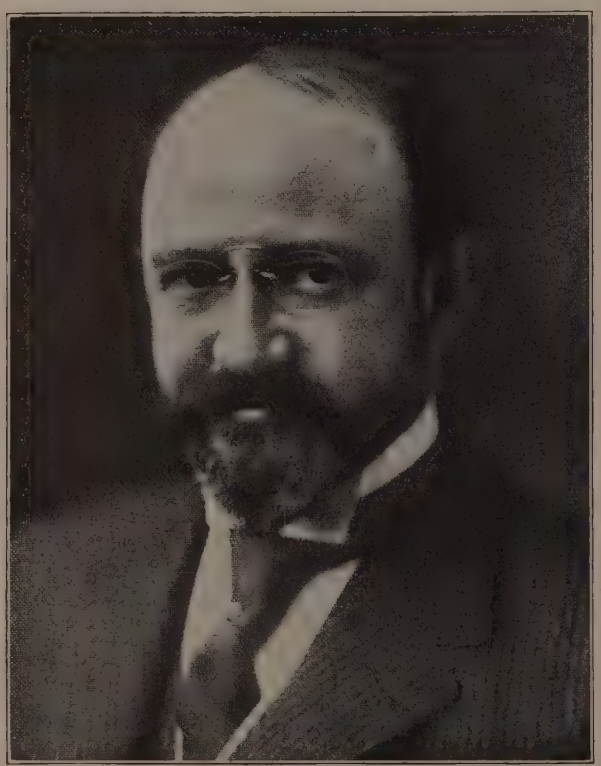
His interest in charity and education has been sincere and unassuming. He has contributed largely towards the research laboratories of the University of Chicago and is a trustee of the Wesley Memorial Hospital.

Mr. Jones is a member of the Union League, Chicago Athletic, Lake Shore Athletic and Midlothian Country Clubs. He is affiliated with the American Iron and Steel Institute and the American Society of Mining and Metallurgical Engineers.

Iron and steel sound the keynote of twentieth century American metropolitan life and no American city is more of this century than is Chicago. The roar of factories, the belching smoke stacks, the hurrying crowds tell the story of Chicago and the story of George Herbert Jones, who started with little and gained much; who began as an infinitesimal cog in the industrial scheme of the city and who through his labors, became the great central wheel of a swiftly revolving organization that has made a deep mark in industrial history of the middle west.

MAX PAM

JURIST, philanthropist, and patron of the arts, Max Pam contributed signally to the civic life of Chicago. Born near Carlsbad, Austria, on July 16, 1865, the son of Alexander and Cecelie (Oesterreicher) Pam, he arrived in Chicago at the age of two. After a year of high school, and six months at the Bryant & Stratton Business College, he began work in a large mercantile firm. One day was sufficient to persuade him that he did not care to follow a business career.



It was law that he wanted to follow. Accordingly he entered into the law office of Mr. Adolph Moses as office boy, making good use of his unusual mental endowments from the outset. As he rose in position he studied law, becoming admitted to the bar in 1886. He was active in court work, distinguishing himself in that branch of law. Mr. Pam continued his association with Mr. Moses through various firm names until 1897 when he withdrew. In 1904 he formed a partnership with Harry B. Hurd and his brother, Hugo Pam, which continued throughout the lifetime of Max Pam. His brother withdrew when he was elected to the Bench in 1911.

When the era of colossal consolidations began in 1899, Mr. Pam's extraordinary ability caused him to be engaged as counsel in many of the great combinations formed in that year and those subsequent. The American Steel and Wire Company, American Steel Foundries, International Nickel Company, United States Steel Corporation, Allis-Chalmers Company, and the International Harvester Company are names to conjure with: it was for these enormous concerns that Max Pam was engaged as counsel. He was also counsel for E. H. Harriman in some of his famous railroad deals, and for the Chicago Title and Trust Company and the Central Trust Company of Illinois in their reorganizations.

Energetic, courageous, resourceful, optimistic, and just, he was the ideal type of a lawyer—and the ideal type of a man as well. He had the sort of mind that, despite the handicap of little "higher education," acquired a magnificent education, a genuine culture. He read widely in English, French, and German, and was devoted to books on art, science, travel, and philosophy. His contribution to Chicago's culture as Chairman of the Executive Committee of the Chicago Opera Company was inestimable. His real love of opera in all of its ramifications, plus his keen practical sense were invaluable in giving Chicago fine music.

His philanthropic enterprises, too, were most admirable. Among them was the founding of the School of Journalism at Notre Dame University and a scholarship in the Catholic University of America in Washington, D. C. He also gave liberally to the New Hebrew University in Jerusalem.

Mr. Pam contributed various articles in magazines and lectures on economics and social questions. He was an intimate friend of Presidents Taft and Harding (for whom he made an unofficial survey of conditions in the Near East and Egypt), and Coolidge.

He was fond of travel and observation, making frequent trips to Europe where he met the most important personages. In Chicago, too, his friends were legion; he was a member of the Standard Club and the Ravisloe Country Club, and the Chicago, Illinois State, and American Bar Association.

At the time of his untimely death at the age of sixty he was planning to write his memoirs which would rightfully have been those of a full, strenuous, and beneficent life.

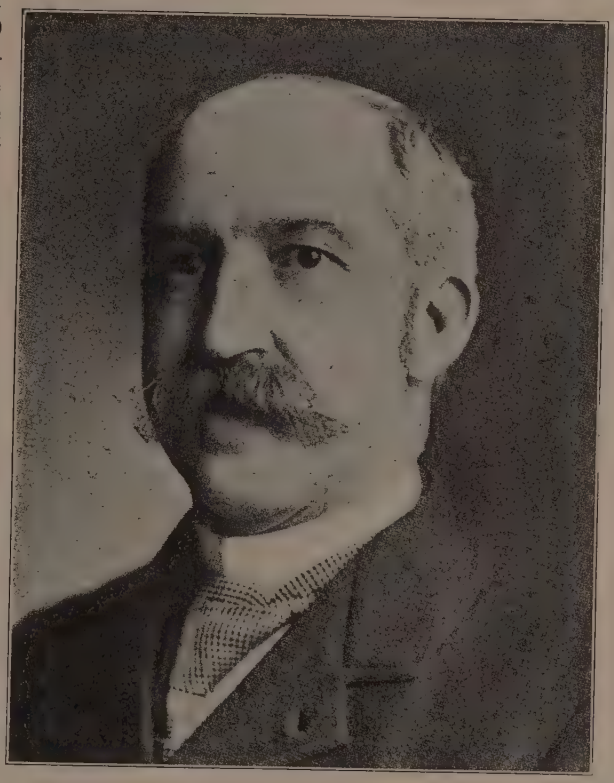
Max Pam was a vigorous force for the good in the history of Chicago jurisprudence.

LYMAN E. COOLEY

LYMAN E. COOLEY devoted his entire life to the problem of human sanitation, with very gratifying results. Not only is he known in his own country, but his work is famous everywhere.

He was born in Canandaigua, Ontario County, New York, on the fifth of December, 1850. His family tree boasts many notable members, among these the first Duke of Wellington.

At Canandaigua Academy he acquired his earliest education, and taught there from 1870 to 1872. Having convinced himself that he was ready for more training he started at the Rensselaer Polytechnic Institute at Troy, New York. In 1874 he received his degree of C. E. Coming west, he immediately began to teach engineering at Northwestern University and at the same time was associate editor of the *Engineering News*. In 1884 literary work was again open to him as editor of the *American Engineer*.



Once entered upon engineering he never left it again; in 1878, as assistant to William Sooy Smith, his first actual work was begun. This was on a railway bridge at Glasgow, Missouri; 1878 to 1884 found him situated at St. Louis, to serve as assistant United States Engineer, under Major Sutter. President Cleveland in 1895 appointed him a member of the International Deep Waterways Commission. There were only three Americans in this group. Entire charge of investigation was given to Mr. Cooley. The Panama Canal district in Nicaraugua was subject to one of his examinations in 1897-98, with a group of contractors, and in the latter part of that year he did work in connection with the Erie Canal. Advisory Engineer to Governor Black's commission, he was a leading spirit in the investigation of the $9,000,000 expenditure on the Erie Canal. Mr. Cooley was also consulting engineer for the Union Water Works Company of Denver, Colorado. It was while he was connected with this company that the Cheesman dam was constructed. The dam at Keokuk, Iowa, across the Mississippi, is likewise a project of his.

Mr. Cooley was married to Miss Lucena McWilliam and they had four children. They are Charles, Albert, Rebecca and William Lyman, who is dead.

Although devoting much of his time to national works, Mr. Cooley had not neglected his own state. It was his report as a member of the Citizens' Association in September, 1885, that stirred public sentiment in favor of a much-needed sanitary canal. He was chief assistant of a drainage and water supply commission in 1880-7. The appointment to consulting engineer of the city and its civic organizations was made at Springfield in 1889. With this position came another, that of consulting engineer to the Sanitary District Commission. In 1890 he served as first chief engineer to the Commission. From 1888-91 he had also taken on the work of consulting engineer of the State Board of Trustees. Mayor Swift, in 1896-97, placed him on the expert commission which devised the system of intercepting sewers along the lake front. In 1901 he was chief among the many prominent experts engaged for the completion of the works for the Sanitary District of Chicago. Among his crowning works is the report of the Internal Improvement Commission of Illinois, upon the lakes and gulf waterways.

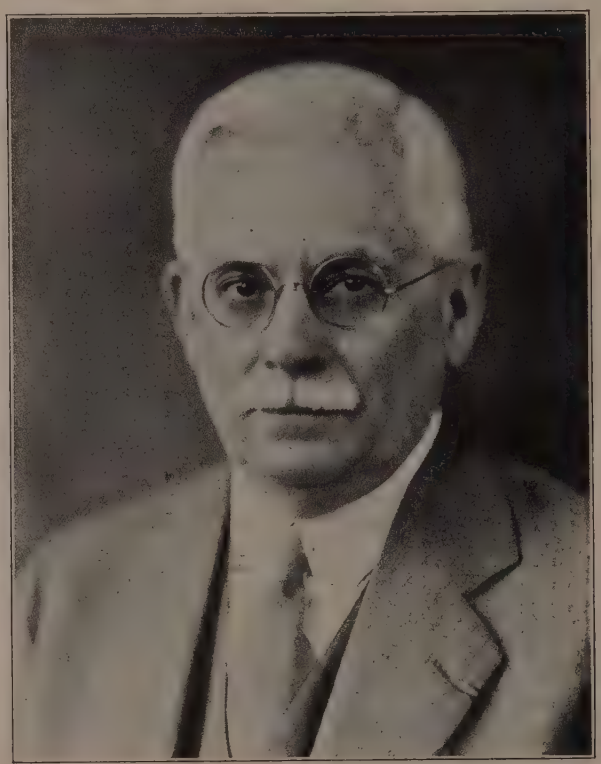
As a lecturer in his particular field, Mr. Cooley was in great demand. He had repeatedly spoken on technical subjects at the Universities of Illinois, Wisconsin and Michigan. His book entitled "The Lakes and Gulf Waterway" is recognized as being the most authoritative production of its kind.

He was prominently identified with "the National Geographical Society," Chicago Press Club, American Society of Civil Engineers and The Chicago Academy of Sciences.

Chicago owes much to Mr. Cooley. He died in 1919.

BION JOSEPH ARNOLD

THE swarms at State and Madison Streets, the hurrying hordes at Cottage Grove and Sixty-third; at Lawrence and Broadway; at Halsted and Madison; the three million persons that are Chicago all mean transportation. If electricity had not been harnessed, Chicago would not be the city it is. No other man, probably, has done more for electric urban transportation, than Bion J. Arnold, electrical engineer, inventor and charter of vast projects.



Bion Joseph Arnold was born Aug. 14, 1861, in Casnovia near Grand Rapids, Michigan, the son of Joseph and Geraldine Reynolds Arnold. The interruptions of his education speak eloquently enough of the struggles of early life that flowered so magnificently when once the up grade was struck. This distinguished descendant of Jeremiah Arnold of Smithfield, R. I., in 1700, attended the University of Nebraska in 1879 and 1880. He returned and was given his degree as electrical engineer in 1897. In the meantime he had won his B. S. degree at Hillsdale College, Michigan, in 1884 and his Master of Science degree in 1887. He has expressed his gratitude to Hillsdale by service as a director throughout his later life. He took post graduate work at Cornell in 1888 and 1889. A score of colleges and universities have granted him honorary degrees as Doctor of Science because of his accomplishments.

By 1909, the young engineer had become chief designer for the Iowa Iron Works in Dubuque. Then came the posts of technical manager for the Chicago and Great Western Railway and consulting engineer, Chicago office, of General Electric Company. He had earlier designed and built the Intermural Railway for the Chicago exposition and his labors were bearing fruit.

He became consulting engineer for the Chicago and Milwaukee Electric Railway, for the Chicago Board of Trade, for the Chicago, Burlington and Quincy Railroad, the Grand Trunk Lines for electrification of St. Clair tunnel. He was consulting engineer for Wisconsin State Railway Commission, 1905-07.

Next he devised a plan for electrification of the New York Central trains going in and out of New York city.

In 1902 he had been consulting engineer for Chicago in revamping the surface lines, a monumental task. In 1907 he was chief engineer in rebuilding the street car lines at a cost of $115,000,000. He remained as chairman of the board of supervising engineers on that project.

Service from New York to Los Angeles followed. In 1911 he had appraised the vast holdings of the telephone system in Chicago and the West Coast Public Service and Telephone Companies. Chosen by the Citizens' Terminal Plan Commission to look over plans he became a member of the Terminal Commission until 1921.

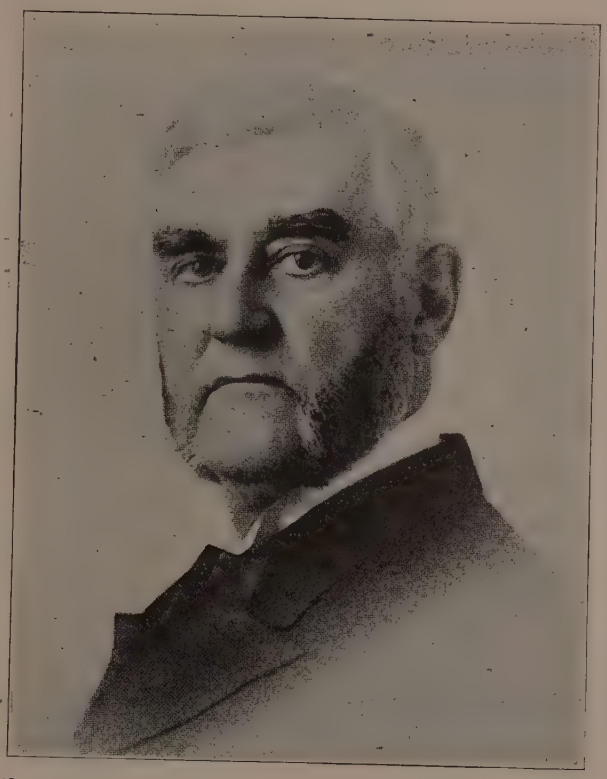
The war found him ready as a naval engineer. As Lieut. Col. he was in charge of aerial torpedo production. He had surveyed the production of airplanes and the aluminum industry and reported to Washington.

Mr. Arnold married Carrie Estelle Berry of Reading, Michigan, January 14, 1888. Their children are Maude Lucille, now dead; Stanley Berry, and Robert Melville. After his wife's death he married again, this time Mrs. Margaret Latimer Fonda of New York, December 22, 1909.

Mr. Arnold is a trustee of Hillsdale College, one of the board of managers of Lewis Institute, a past president of the American Institute of Electrical Engineers (1903-4), delegate to electrical congress in Paris, 1909; President Western Society of Engineers from whom he received the Washington award for 1929, a member of dozens of other scientific organizations. He is president of the Air Board of Chicago. His clubs are: Union League, Chicago, Mid-Day, Industrial, Engineers, Electric, South shore Country, Chicago, and Engineers, New York.

MARVIN HUGHITT

WHEN we tell our visitors from other cities that Chicago is the Railway Center of the World, we think in terms of long steel rails rather than of men. This is unfortunate, for it is the men who made the rails—and the Railroads. And among those who have been responsible for our city's unique position in the domain of transportation, no name comes before that of Marvin Hughitt, "Grand Old Man of Railroading".



The second oldest railroad executive in the United States, Marvin Hughitt was born in Genoa Township, Cayuga County, New York, on August 9, 1837. At the age of fourteen he was brought to Illinois by his parents, Amos and Miranda Clark Hughitt. Two years later he entered the service of the St. Louis, Chicago & Alton Railroad (now Chicago & Alton) as telegrapher. That was in 1856.

Steadily applying himself to the task of learning and progressing in the railroad business, Marvin Hughitt rose, step by step. He was promoted to trainmaster. He was promoted to superintendent. During the parlous days of 1862, when the Civil War was at its height, Mr. Hughitt was superintendent of the southern division of the Illinois Central Railroad. Later he became General Superintendent of the entire system.

The year of 1870 saw him become Assistant General Manager of the Chicago, Milwaukee and St. Paul Railroad. Two years later Mr. Hughitt became General Superintendent for the Pullman Palace Car Company, and shortly after, General Superintendent of the Chicago & North Western Railway. The next forward step came in 1876 when Mr. Hughitt was made General Manager of the Chicago & North Western Railway. In 1880 he was elected Vice-president of the road.

His first railroad presidency was achieved in 1882 when he was elected President of the Chicago, St. Paul, Minneapolis & Omaha Railway Company. Two years more, and he was President of the North Western. In 1910 he became Chairman of the Board of Directors, the post he held for fifteen years, finally relinquishing it in 1925 to become Chairman of the Finance Committee of the road. Thus one may view the broad panorama of Marvin Hughitt's career—and a magnificent one it was, climbing from the position of obscure telegrapher with the Illinois and Mississippi Telegraph Company by successive steps to the very pinnacle—the apogee of Railroaddom.

One cannot speak of Marvin Hughitt's heyday because there was *never* a time when he loosened his close grip on the Railroad situation. True, when he was nearing ninety he relinquished his Chairmanship of the Board of Directors, but it was simply the gesture of a veteran who needed a rest after seventy years or so of strenuous attention to business.

Mr. Hughitt was married in 1858. Of his six children, three survive: Marvin Hughitt, Jr., Mrs. Alfred Granger and Mrs. Charles S. Frost. Mrs. Hughitt died in 1916.

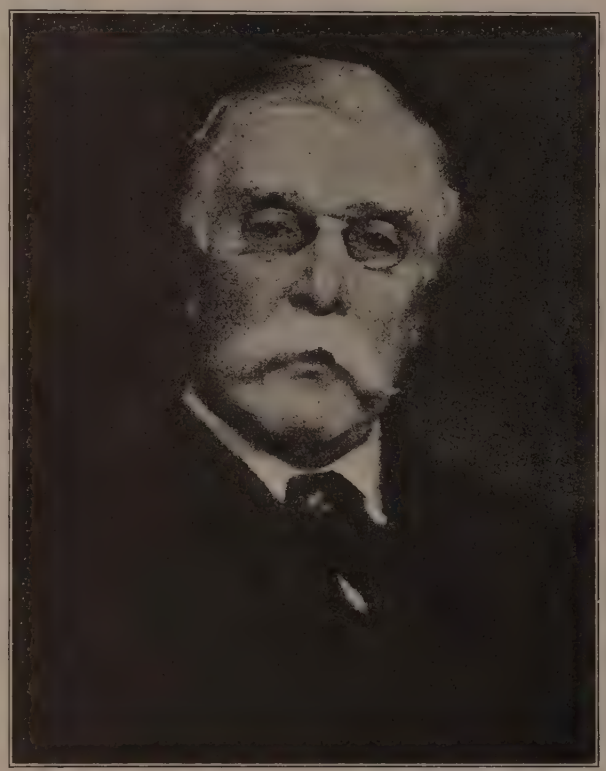
An interesting parallelism exists between the careers of Mr. Hughitt and Chauncey Depew, the two grand old men of the railroad business. Although the latter was graduating from Yale while Mr. Hughitt was tapping his telegraph key, their careers were remarkably similar in some respects. Mr. Depew's progress in the New York Central was very similar to that of Mr. Hughitt with the C. & N. W. They were directors in one another's railroads. And finally they died in the same year, 1928, a difference of only a few months witnessing the close of two of the most lengthy and splendid careers in the annals of American Railway history—or in American business in general, for that matter.

Mr. Hughitt remained active to the last. "Sir, I'm going to work harder than ever," he declared on his 75th birthday.

H. H. PORTER

IN ALL the marvelous history of the development of industrial Chicago there is no more thrilling chapter than that contained in the life of H. H. Porter. He was connected with the beginnings of more tremendous financial projects, and saw more of them carried through to full success, than perhaps any other one man.

A mere list of the great enterprises which he helped to build would be a long one. Among the most important are the Chicago & North Western Railway, the Chicago & Eastern Illinois Railroad; the American Ship Building Company, which controls almost all the ship yards on the Great Lakes; the United States Steel Corporation, the Illinois Steel Company, the Federal Steel Company, the then largest corporation in the world; the Chicago, Rock Island & Pacific system; the Union Stock Yards and Transit Company, the First National Bank of Chicago, the Michigan Southern Railroad, lumber firms, and—one of the very last enterprises he promoted—the immense system of railroad center at Clearing, on Chicago's southwestern edge, the world's finest freight clearing yards.



Mr. Porter had a splendid background for his career of energy. He came of a sturdy New England stock. His father was Rufus King Porter of Machias, Maine, a lawyer. His mother was Lucy Lee Hedge Porter, a native of East Dennis, Massachusetts.

Mr. Porter was born on December 7, 1835, at Machias. He was educated in the public schools, at East Machias Academy, and later at Phillips Academy, Andover, Massachusetts. When fifteen years old he decided that he had all the education he could afford, quit school and became a clerk in a general country store at a wage of $175 a year. On this salary, he said in his later years, "I clothed myself, paid my board, and lived very comfortably, saving a few dollars."

He came to Chicago in 1853, at the age of eighteen, and got work at once as junior clerk in the offices of the Galena & Chicago Union Railroad—which today is the vast North Western system. He was offered $400 a year, with which he was "perfectly satisfied."

By turns he was claim agent, paymaster and general ticket agent. He had printed the first passenger tickets used west of Chicago. He even was conductor at times when cholera laid up the crews and threatened to stop the traffic.

His next connection was with the old Michigan Southern & Northern Indiana road, as station agent, general freight agent, and finally superintendent at the age of twenty-seven—the youngest superintendent in the United States.

His knowledge of stock shipments led him to help organize the Stock Yards Company of Chicago in 1865.

The next year he formed the firm of Spalding & Porter, his partner being Jesse Spalding, and carried on large lumber operations in Michigan and Wisconsin.

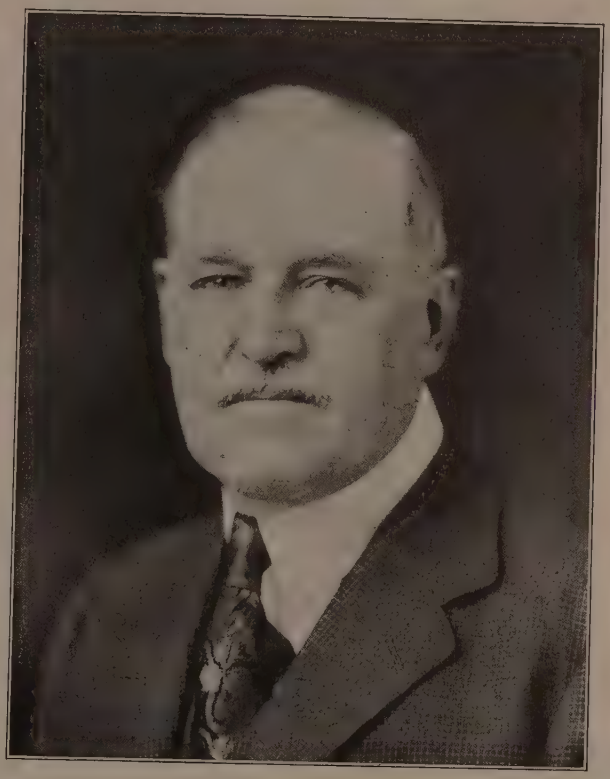
Then he became a director of the First National Bank of Chicago, of the Rock Island Railroad, and later of the North Western Railroad.

Then came years of organization and consolidation of the vast iron and steel companies with which Mr. Porter was identified. He retired from active participation in them when United States Steel was organized, in 1900, and two years later he retired from all active connection with railroads.

Mr. Porter was married on December 5, 1864, to Miss Eliza T. French, daughter of George H. French of Chicago. They, and their daughter and two sons, have always made Chicago their home. Indeed, the sons, H. H. Porter, Jr., and the late George F. Porter, carried out to its conclusion the only great development which was unfinished when Mr. Porter died—the freight transfer yards at Clearing. The success of the Clearing development has meant much to Chicago. Mr. Porter died April 2, 1910.

SAMUEL MORSE FELTON

DESCENDED from men and women whose names loom large in the story of the making of colonial America, the son of a great railroad man upon whom the nation relied in the time of the Civil War, Samuel Morse Felton early conceived the ideals of service and the ambition which had characterized his family. His life has been a fulfillment of these early hopes to such an extent that he has become as great a man in the new industrial west as his forebears were in America's infancy. And his principal field of endeavor has been that in which his father won fame—railroading.



Samuel Morse Felton was born in Philadelphia February 3, 1853. He is the son of Samuel Morse Felton, and Marie Low Lippitt. His father was president of the Philadelphia, Wilmington & Baltimore railroad, the only line from the North to Washington during the Civil War and at the time of Lincoln's inaugural journey, Mr. Felton organized a protective system that kept the President safe despite the efforts of an organized group in Baltimore to assassinate him. Later the elder Felton became president of the Pennsylvania Steel company.

Samuel Felton's mother was descended from Roger Williams, founder of the Providence Plantations. His father was a descendant of Nathaniel Felton of Great Yarmouth, England, who came to Salem in 1633 and served as lieutenant in the Salem Foot company.

Such a lad could hardly help being fired with American ideals. Samuel Morse Felton was educated in private school in Philadelphia, the Pennsylvania Military academy at Chester, and the Massachusetts Institute of Technology, being graduated with the degree of Civil Engineer in 1873. The Pennsylvania Railroad was the stage of his early career, his first position as a rodman paying him forty dollars a month.

His rise was rapid and by 1874 he was general superintendent of the Pittsburgh, Cincinnati & St. Louis Railroad. Before 1900 Mr. Felton had served as a high official in practically every state from the seaboard to the Mississippi River and in 1899 he was called to Chicago to become president of the Chicago and Alton Railroad. In 1908 he went to Mexico as president of the Mexican Central Railroad, returning to Chicago in 1909 as president of the Chicago Great Western Railroad.

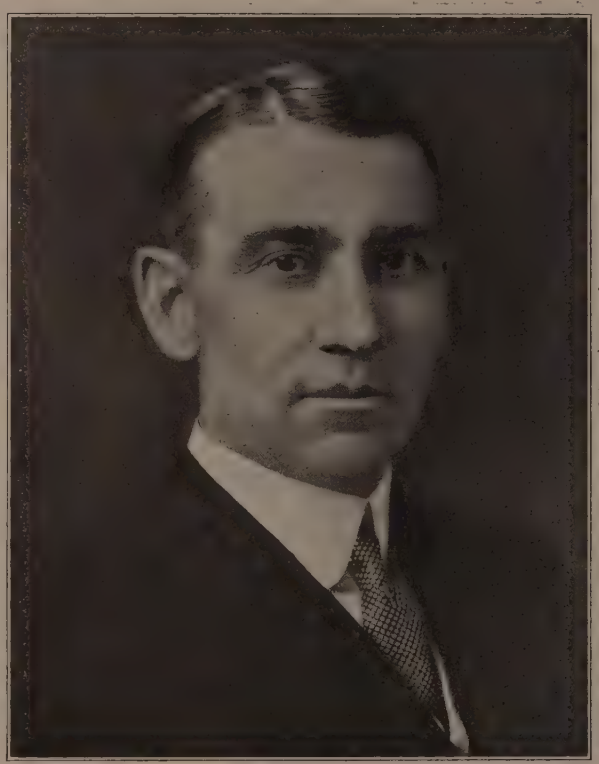
Perhaps no better idea of the standing of Mr. Felton in the modern railroading and financial world could be gained than a survey of the positions he now holds. He is chairman of the board of the C. G. W. railroad; president, the Mason City & Fort Dodge railroad; the Leavenworth Terminal Railway & Bridge company; the American Society of Military Engineers; and Western Railway association. He is chairman of the Western association of Railroad Executives, the Chicago Railroad Presidents' Conference; and the Committee on Military Affairs of the Association of Railway Executives. He is honorary advisor to the Army Industrial college and member of the War department business council. He is a director in the Central Trust Company of Illinois; Peoples Trust & Savings Bank, Electric Household Utilities Company, Colonial Land Co., Chicago Surface Lines, Omaha Grain Terminals and Independent Elevator Company.

Prior to our entrance into the World War he was Consulting Engineer and Advisor to the U. S. Chief of Engineers. When we entered the War he was appointed Director-General of Military Railways, United States Army, and Vice-Chairman of the U. S. Shipping Board Port and Harbor Facilities Commission. He received the Cross of the Legion of Honor and was the first civilian to receive the American D. S. M.

Mr. Felton's clubs are: Chicago, Old Elm, Saddle and Cycle, and University Club of New York.

WILLIAM GRANT BIERD

STARTING, without educational advantages as a bridge worker seventeen years old, William Grant Bierd worked his way up through the ranks of railroad workers in nearly every section of this country and Panama until today he has emerged as president of the Chicago & Alton, one of the big railroad men of America. The struggles of youth have never been forgotten by him and he gives much of his time to helping present-day boys over the rough places and pitfalls of poverty.



Born in Baltimore, Maryland, May 24, 1864, the son of Obediah and Mary Bierd, he was educated in the public school and at seventeen was confronted with the necessity of winning his own bread and butter from a world that seemed thoroughly unconcerned about his future. He found a "job" with a Chicago & Northwestern railroad gang that was building a bridge. He pitched in and stayed with the gruelling day labor grind of the railroad for five years. Nothing short of actual experience can carry an adequate idea of the sweating work of the gangs, through which Mr. Bierd kept the focus of his ambition sharp, undisturbed by the knocks of chance.

After leaving the Northwestern, he became overseer of construction for the Chicago, Burlington & Quincy Railroad, having gained through his hard work as a boy an intimate knowledge of the problems of railroad building.

From this point on, his rise to leadership in the army of American railroad men is steady and uninterrupted. But the ease of its recitation should not cover the struggles that must have been a part of the steady climb. He became a yardmaster for the Union Pacific Railroad in Cheyenne, Wyoming; trainmaster for the Norfolk & Western Railroad at Roanoke, Virginia; trainmaster for the Lehigh Valley road at Buffalo, New York, until 1902; when he was promoted to the office of division superintendent. In 1904 and 1905 he was assistant to the general manager of the Chicago Rock Island & Pacific Railroad; the next two years he spent in Colon, Panama, as general superintendent and general manager of the Panama Railroad & Steamship Company. From 1907 to 1909 inclusive, he was general superintendent of the New York, New Haven and Hartford Railroad; the next four years he served as vice-president and general manager of the M. & St. L. Railroad, becoming president of the Alton in 1914. He still holds that trust.

Always looking forward to better things, he feels that American railroads should exert steady and vigorous efforts to reduce the cost of transportation. He is one of the railroad officers who believe that it is their duty to see that the railroad properties under their jurisdiction are so operated that the operating costs shall remain as low as possible while still maintaining the properties in a strong and substantial condition to enable them to give the proper transportation required by the public.

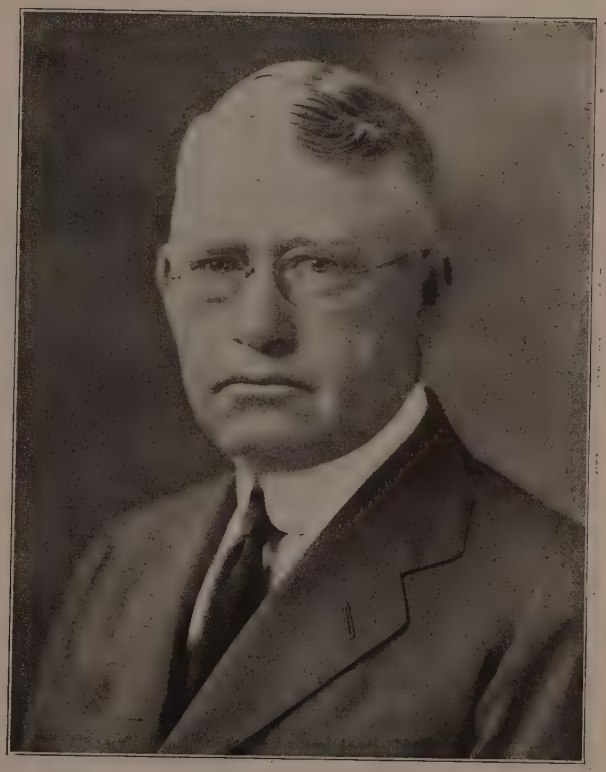
Children and education have been Mr. Bierd's two great avocations. He is an active member of the Board of Trustees of Blackburn College, at Carlinville, Illinois, this being a self-aid educational institution for poor boys and girls who have no means of securing an education through other colleges or universities. Also, he is an active worker for Monticello Seminary at Godfrey, Illinois, a highgrade school for girls; also an active worker and trustee in two Chicago Boys' Clubs—these clubs giving aid and opportunity for underprivileged boys of the larger cities.

On February 25, 1891, Mr. Bierd was married to Maude Chapman, daughter of E. D. Chapman of Fulton, Illinois. She had shared the satisfaction of his distinguished career before her death, January 6, 1927. The Bierd residence was at 2258 Lincoln Park West. He now resides at the Congress Hotel.

A Democrat in politics. He is a member of the Chicago and the Chicago Golf Club.

CHARLES H. MARKHAM

THE world knows Charles H. Markham as the man who at twenty years of age, with a common school education, was a section hand working ten hours a day for a dollar and ten cents; and who at the age of forty-nine was president of the Illinois Central, one of the world's greatest railway systems. But Chicago will remember him best as the railroad executive who, first of all whose lines run into Chicago, electrified his railroad's terminals here and thus started the campaign to rid the city of smoke and noise.



The career of Mr. Markham reads like the highly imaginative stories of the writers for boys fifty years ago. He is a Horatio Alger boy in real life. He was born in Clarksville, Tennessee, in 1861. His parents removed to New York State early in his life, and he got all his formal education in the common schools of Addison, New York.

At the age of twenty he went west and got work as a section hand on the Santa Fe road, putting in ten hours a day swinging pick, shovel and sledge. Then he transferred to the Southern Pacific and became a laborer and general utility hand at the Deming, New Mexico, station. For six years he held various subordinate positions at this station but all the time he was learning everything about the agent's duties. His reward came when he was made agent at Lordsburg, New Mexico.

He was transferred to more and more important stations until, at Fresno, California, he had opportunity to solicit freight and passenger business. He showed such ability here that he was quickly made general freight and passenger agent of the Oregon lines of the road. He was next advanced to the position of vice-president and general manager of the Southern Pacific and was in line for further promotion.

Three years later the Guffey Petroleum Company called him to develop its properties near the Gulf of Mexico and he resigned from the Southern Pacific. He remained there for more than five years, going thence to Pittsburgh as the head of several Mellon oil enterprises.

In 1910 the president of the Illinois Central—J. T. Harahan—met death in an accident and the directors began looking for a capable man to succeed him. They remembered the career of the former section hand of the Santa Fe and reached a long arm over to Pittsburgh and lifted Charles H. Markham away from the petroleum business to make him president of the Illinois Central.

For sixteen years Mr. Markham presided over the destinies of the great system, with the sole exception of war days, when he was Regional Director of the United States Railroad Administration, returning to his "job" when the government turned the roads back to their owners after the war.

At the age of sixty-five, warned by a severe illness that he must conserve his strength, Mr. Markham gave up the presidency and became Chairman of the Board of Directors of the Illinois Central, which position he still holds. It was in 1926 that Mr. Markham put into service the first unit of electrified road in Chicago.

Already Chicago has reaped tremendous benefits from this forward step taken by Mr. Markham, and the Illinois Central has appreciably increased its returns on suburban traffic. Few men have done the city greater service.

Mr. Markham was married to Miss Anna E. Smith of Louisville, Illinois, on February 18, 1884. His home is at 257 East Delaware Place, Chicago. Mr. Markham is a member of the Chicago Club, Saddle and Cycle Club, South Shore Country Club, Old Elm Club, Chicago Golf Club, The Commercial Club, and the Traffic Club, all of Chicago. He is also a member of the Memphis Country Club, Memphis, Tenn.; Beaumont Country Club, Beaumont, Texas; Louisville Country Club, Louisville, Kentucky; Oglethorpe Club, Savannah, Georgia.

FRED WESLEY SARGENT

HIS HIGH position in the field of transportation is convincing evidence of the unusual keenness of mind and executive ability which characterize Fred Wesley Sargent, President of the Chicago and Northwestern Railway and of the Chicago, St. Paul, Minneapolis & Omaha Railway. In this capacity Mr. Sargent is one of the most powerful influences in Chicago transportation.

Edgar Wesley and Abbie E. (Haskell) Sargent were his parents; he was born on May 26, 1876, at Akron, Iowa. His father, a native of Vermont, was one of the largest landowners of that section and was prominently identified with the grain elevator business in that region. Fred Wesley was their first child and the only brother of three sisters. The public schools of Akron, Iowa, were the scenes of his first acquaintance with the "three R's." He later attended the Iowa State University and graduated from there in 1901, receiving the degree of Bachelor of Laws. Mr. Sargent married Miss Mary Minier, who was born in Minnesota, and to this union there have been born two sons and a daughter, Minier, Haskell and Fredericka.

Sioux City saw his first struggles as a young lawyer, and here he made his home and engaged in the general practice of his profession. To further his growing reputation he became Attorney for the Chicago and Northwestern Railway. Civic affairs were rapidly beginning to interest him, and in 1906 he was elected City Attorney of Sioux City and later re-elected in 1908. In 1912 he removed to Des Moines, Iowa, where he engaged in private practice, but was also with the Legal Department of the Chicago, Rock Island and Pacific for the State of Iowa. Until 1920 his residence was in Des Moines. At that time he was appointed General Solicitor for the Chicago and Northwestern Railway, with his offices at Chicago. This position he held until 1923, when he was elected vice-president and general counsel of the Chicago and Northwestern and Chicago, St. Paul, Minneapolis & Omaha Railway Companies. June 23, 1925, saw the culmination of his efforts in a splendid reward, for he was elected President of both companies, a momentous day for Fred Wesley Sargent, for at the age of forty-nine he had reached the pinnacle of success with the companies to whom his advice has been a factor for many years.

Upon arriving in Chicago he evinced a desire to be a part of the city, as was evidenced by his interest and willingness to take part in the movements and enterprises that are holding the attention and time of those men of the city whose enlightened attitude regarding public welfare is so beneficial to the city. He has allied himself with many constructive and beneficent movements in the city and has become known for his own viewpoint, which is always sane and constructive.

Politically Mr. Sargent has always been with the Republican party, for in their views he finds his expression of government, and Republicans in Chicago have found him a representative of the highest measure. It is through his contacts with the men in his various fraternities and clubs that Mr. Sargent has established himself as a part of Chicago life outside of her commercial world. He is a member of the Masonic fraternity and Sioux City Lodge, No. 412; B. P. O. Elks, and also a member of the Union League Club, Evanston, Glenview, and Old Elm Clubs of Chicago. Mr. Sargent's record is one that has been accomplished through attentiveness to the task that he has set out to do. His remarkable ability is recognized throughout the business world but particularly in the sphere of railway companies, for it is a matter of pride with him always directly to accomplish or solve, if possible, any railroad problem that is brought to him.

Mr. Sargent's record is especially noteworthy because he has reached his present lofty position before attaining the half century mark.

JAMES E. GORMAN

THE career of James E. Gorman, President of the Rock Island Lines, illustrates what an ambitious and keen-minded American boy can do, without wealth and influence, if he is alive to his opportunities. Mr. Gorman was just that type of boy. Born in Chicago's West Side, the oldest of a large family, he was compelled to earn his own livelihood at the age of fourteen years before he had the chance to get very far in his school work.

Mr. Gorman's father was a warehouse clerk for the Burlington Railroad in Chicago and it was through the father that the son secured his first job at $15 a week checking freight cars in the C. B. & Q. yards. In addition to his "natural born" inclination for railroading, "Jimmy," as he soon was known among his acquaintances, had the faculty of acquiring friends quickly, of liking people and having people like him, due to his desire to be of service and to please the men for whom he worked. Those who know Mr. Gorman best today recognize in him this same faculty, so apparent in his boyhood days and which has helped him to his present position as head of an organization of nearly 40,000 men and women scattered over 8,000 miles of railroad in fourteen of the most productive states of the Middle West. Fifty years ago, writing down on a pad the numbers from off freight cars was a simple job. Being president of a railroad today, however, involves a vast three-fold responsibility—that of serving the stockholders, the public and the employes. Perhaps this is why Mr. Gorman is often quoted as saying that it is his desire "to be all things to all men."

Like most railroad executives, Mr. Gorman has risen, job by job, to his present position, mastering each as it came to him. Some idea of how this was attained is shown in the following sketch of his experiences:

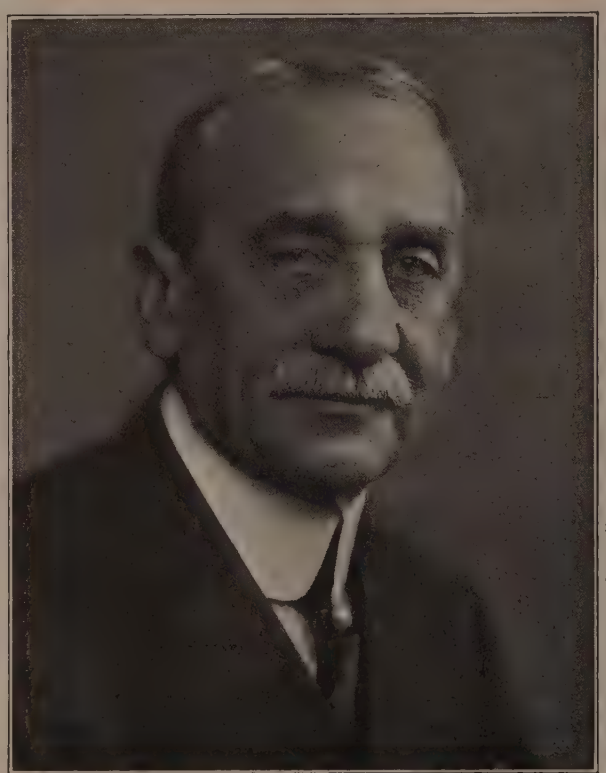
Mr. Gorman remained with the Burlington, where he secured his first job, for four years, when he accepted, at the age of 18, a clerkship with the Chicago, Rock Island and Pacific Railway Company, but in 1884 left railway service and entered the employ of the Chicago Lumber Company as a clerk, where he worked only nine months before going to the Chicago and Northwestern Railway in a clerical position. He remained with the Northwestern two years. In 1887 Mr. Gorman accepted a clerkship with the Santa Fe, going to the Illinois Central two years later in the same capacity. He returned, however, to the Santa Fe the following year. In 1893 he again left railway service to accept the position of Traffic Manager for the Joy Morton Salt Company in Chicago. Two years later saw Mr. Gorman's return to the Santa Fe as Chief Clerk. Within six months thereafter he had been promoted to Assistant General Freight Traffic Manager. In 1909 Mr. Gorman was offered and accepted the position of First Vice-President of the Chicago, Rock Island and Pacific Railway. Six years later he was made Chief Executive Officer to the Receiver of the Rock Island, and at the conclusion of the Receivership in 1917, was elected President, which position he since has held, with the exception of two years during the World War Federal Railroad Administration, when he served as Federal Manager of the Rock Island Lines. Mr. Gorman's entire railway service has been in the City of Chicago.

The history of American railroads is a history of the greatest system of transportation in the world and the most important industrial interest in the United States aside from agriculture. American railroads move a heavier tonnage than those of any other country and are not only the largest but the most constant buyers of iron and steel and are the employers of a vast army of our people. To successfully fill an official place in this great world of industry is in itself a recognition of unquestioned leadership.

HENRY AUGUSTUS BLAIR

NOTHING more vitally affects the life and activities of a large city than the extent and character of its transportation facilities. In no city of the United States is this question of greater importance than in the city of Chicago, and to be at the head of such a vast system is a recognition of outstanding ability.

Henry Augustus Blair is the president of the Chicago Railways Company and of the Chicago Surface Lines. Born in Michigan City, Indiana, July 6, 1852, the son of Chauncey Buckley and Caroline Blair, he owes to his Scotch-Irish ancestry those characteristics which have made him the successful head of one of the greatest, if not the greatest system of city transportation in the world.



Mr. Blair was educated at Williston Seminary, Easthampton, Mass. Upon completing his education he entered the Merchants' National Bank of Chicago, of which his father was founder and president, where he served in various capacities for a period of ten years, when he resigned due to ill health and purchased a cattle ranch in Wyoming, where he made his home until 1891.

Returning to Chicago Mr. Blair renewed his connection with the Merchants Bank and served its interests as vice-president until its consolidation with the Corn Exchange National Bank and the Merchants Loan and Trust Company in 1902. After a temporary retirement from business activities he was elected a director and vice-president of the Illinois Trust and Savings Bank, and its successor, The Illinois Merchants Loan & Trust Company.

Although he reached the peak of accomplishment in banking activities, it is his connection with Chicago's vast system of transportation which has permanently placed Mr. Blair in the limelight as one of the city's greatest financiers. For many years he was receiver of the North and West Chicago Street Railroad Company. As far back as 1907 he effected a consolidation of all the street railway lines then operating on the north and west sides of the city under the name of the Chicago Railways Company. This move resulted in a marked success in its benefits to the stockholders, the reduction of operating expenses and improvement in the service to the public. With this achievement as an incentive, Mr. Blair began work on a consolidation of the elevated companies, which was finally consummated in 1911.

The surface and elevated lines are the circulating system of the economic body and are intended to serve the public with promptness, efficiency and safety. The man who keeps his finger on the pulse of the operation and management of its many lines must of necessity be a man of broad vision, wide experience, exceptional judgment and decisive action. Such a man is Henry A. Blair, recognized as an outstanding figure in the life and progress of the City of Chicago.

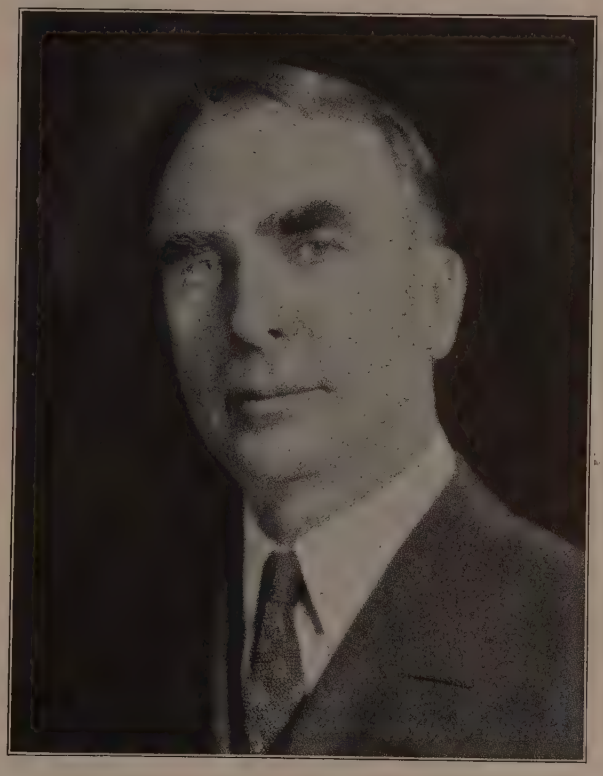
Mr. Blair married Miss Grace E. Pearce, daughter of John Irving and Margaret Willins Pearce. They have two daughters, Anita C. Blair and Mrs. Neil H. Bradley. Their home is at 209 Lake Shore Drive.

Mr. Blair is a Republican. He is a member of some of Chicago's oldest and most exclusive clubs and fraternities, among them the Chicago, Union League, Caxton, Chicago Golf Club, Onwentsia, Saddle and Cycle, Old Racquet and Shore Acres. He is also a director of the Elgin National Watch Company, the Commonwealth Edison Company and the Public Service Company of Northern Illinois. His favorite sports are golf and hunting. He has traveled extensively both in his own country and abroad.

Mr. Blair is actively engaged in the further development of Chicago's transportation and the solving of its many intricate problems.

LEONARD A. BUSBY

FROM Ohio, pioneer state of the old Northwest Territory, and from one of the substantial families of Harrison County, there arrived in September, 1894, a young law student who bore the stamp both of the pioneer and the modern progressive spirit. Leonard A., son of Sheridan and Margaret Quigley Busby, was born May 22, 1869, and grew up on a farm near the little town of Jewett. He was of English and Scotch-Irish ancestry. His paternal grandparents were Captain Abraham Busby and Deborah Kemp. They were married in 1814 and moved to the then wilderness of Ohio. The Busbys and Kemps came from England to join Lord Baltimore's colonists and settled near the present site of Baltimore. His maternal grandparents were Richard and Mary Ogden Quigley who moved from Washington County, Pennsylvania to Harrison County, Ohio, in 1829.



Like most of the farm boys of that time he worked on the farm during the late spring, summer and early autumn and attended the village school for the remaining six months of the year. At fifteen he passed the Harrison County Teachers' Examination and received a certificate authorizing him to teach in the public schools. A few weeks later his father died and the responsibility of carrying on the farms fell on the mother and children. For the next two years every one was needed at home. Then young Busby taught school four years and entered the Ohio Wesleyan University in 1890, selected the Science course and graduated in 1894.

In September the same year, he came to Chicago and entered the Northwestern Law School, graduated the following year, was admitted to the bar and entered the office of Lyman and Jackson as a clerk. Three years later became a member of the firm which was thereafter known as Jackson, Busby and Lyman.

In 1908 Mr. Busby became counsel for the Calumet Street Railway Company and later for the Chicago City Railway Company. In 1911 he became president of the Chicago City Ry. Co., the Calumet & So. Chicago Ry. Co. and the Southern Street Ry. Co., Chicago and Western Ry. Co. and Hammond, Whiting & East Chicago Ry. Co., and holds the same office now.

In 1913 he conducted negotiations with the city for the operating consolidation of all street railway companies known as the Chicago Surface Lines and served as President of the Surface Lines from 1914 to 1920.

In the business world Mr. Busby is active in a number of widely different fields: President of Chicago City, Calumet and Southern Street Railway Companies and member of the Board of Operation and Executive Committee Chicago Surface Lines; director National Bank of the Republic; Wilson and Company and Chicago and Alton Railroad Company; director and member Finance Committee of the National Enameling and Stamping Company; director and member Executive Committee United Aviation Corporation; director and chairman Executive Committee National Public Utilities Company.

He is a member of the Commercial Club, Chicago Club, Chicago Law, Chicago Golf, Casino and Midday Clubs, the Illinois and American Bar Associations, Western Society of Engineers, Phi Delta Theta, Phi Beta Kappa and Art Institute of Chicago. Trustee and President of the John Crerar Library.

In his political affiliations Mr. Busby is a Democrat and in his church affiliation a Protestant.

In 1912 married Esther C. Boardman. Their children are Janet and Jack Kemp Busby.

Mr. Busby's varied and numerous business interests as well as the powerful influence wielded by his name place him in the forefront among Chicago's commercial leaders, and as a patron of culture he is equally entitled to his city's esteem.

BRITTON IHRIE BUDD

BRITTON I. BUDD comes of an old and influential stock which may be traced back to William Budd, who settled in Burlington County, New Jersey, nearly two and a half centuries ago in 1684.

Britton Ihrie Budd was born in San Francisco on September 7, 1871, the son of Wayman Crow Budd and Annabelle (Parks) Budd. Educated in the public schools of Chicago and later, at the Shattuck School, Faribault, Minnesota, he began his career in the transportation field with a railway survey party in 1892. He was connected with the Intramural Railroad at the World's Columbian Exposition the following year, and two years later became employed in the shops of the Metropolitan West Side Elevated Railway Company. His promotions, to storekeeper in 1897, purchasing agent in 1899, general manager in 1907, and president in 1910, culminated in his election to the presidency of the South Side Elevated Railroad and the Northwestern Elevated Railroad, and to the position of chief executive for the receiver for the Chicago and Oak Park Elevated Railroad, in 1911 when the four systems were brought under the management of Mr. Samuel Insull.

When the four corporations were combined in 1924 as the Chicago Rapid Transit Company, Mr. Budd was elected to the presidency. He is also president of the Chicago North Shore and Milwaukee Railroad, of the Public Service Company of Northern Illinois, a corporation supplying gas and electric service to 6,000 square miles of Northeastern Illinois and having over twenty thousand stockholders, mostly customers and employes; and of the Chicago South Shore and South Bend Railroad, and the Chicago Aurora and Elgin Railroad, high speed interurban lines running southeast and west respectively from Chicago.

Twice the Charles A. Coffin Award for distinguished service to the public and to the industry was received by companies under his direction.

During 1917-18 he served as captain, major and lieutenant-colonel of the 11th regiment, Illinois National Guard. He is a member of the Chicago Housing Committee, is one of the founders of the Union League Boys' Club and of the South Side Boys' Foundation, is a trustee of Kemper Hall, a school for girls in Kenosha, Wisconsin, conducted by the Sisters of St. Mary, trustee of St. Luke's Hospital, is a member of the Art Institute of Chicago, the Field Museum, the Chicago Historical Society, and the Western Society of Engineers, and belongs to The Chicago, The Attic, Commercial, Union League (vice-president 1923-4), and Industrial Clubs in Chicago, and the Evanston Golf Club.

Mr. Budd is a member of the Episcopal Church. His broad experience as a leader of men has given him an insight into human nature that inspires loyalty and service of the highest type.

Mr. Budd was married on January 1, 1900 to Katharine Doddridge Kreigh, daughter of Charles W. Kreigh. Mrs. Budd died January 18, 1925. In accordance with her wishes, Mr. Budd built and endowed a Children's Home named Doddridge Farm at Libertyville, Illinois, accommodating 165 children, and conducted under the auspices of the Sisters of St. Mary.

Mr. Budd was married on February 20, 1928 to Marie S. Sheehan, daughter of Daniel P. Sheehan of Chicago.

Mr. Budd has made an enviable name in Chicago transportation. As the principal figure of the great Elevated Lines organization, he is known to millions of users of Chicago Rapid Transit Lines. Under his chieftainship are miles and miles of steel structure towering above the streets, hundreds of coaches, hundreds of employees. And over this vast system he presides with the ability of a natural leader of men.

ALONZO C. MATHER

FEW men in the world have seen more of their early dreams become realities than has Alonzo Clark Mather, brilliant descendant of a long line of brilliant ancestors, and noted even among the strong men who made Chicago what it is, as a strong and able citizen. Three of the dreams he dreamed as a youth—dreams considered so fantastic that "conservative" men refused to invest in them—have long since become solid facts. They are:

A livestock car in which animals are shipped in comfort, and can be fed and watered without unloading, so that there is no loss from killed or injured animals, and no suffering on the part of the animals, nor loss to owners, from shrinkage due to hunger and thirst.

A refrigerated car in which fresh meats are shipped and kept in perfectly prime condition over a long rail journey.

And a great international bridge across the Niagara River at Buffalo, affording a de luxe highway connecting Canada and the United States.

Nobody knows at how early a period of his life these dreams entered the mind of the youth, but they have all become realities while he is still a vigorous citizen.

Alonzo Clark Mather was born at Fairfield, Herkimer County, New York, on April 22, 1848. His parents were Dr. William Mather, professor of chemistry at Colgate University, then called Madison College; and Martha Ann Buell Mather. He is a direct descendant of the Rev. Richard Mather, who came from England in 1635; and a collateral descendant of the Rev. Increase Mather, first native born president of Harvard University, and the Rev. Cotton Mather, world-famous divine.

Young Mather got his groundwork of education at the seminary at Fairfield, his native town, and at the age of fourteen went to Utica, New York, and got himself a job.

At the age of twenty-seven Mr. Mather came to Chicago, and profiting by his experience in his native state, established a mercantile business all his own under the name of Alonzo C. Mather & Company.

In 1881 the Mather Humane Stock Transportation Company, commonly known as the Mather Stock Car Company, was incorporated to manufacture and lease the type of stock car designed by Mr. Mather for the comfort of animals in transit. Mr. Mather's contribution to the cause of humane treatment of animals, in developing the feeding and watering device on these cars, was properly recognized by a gold medal issued by the American Humane Society. Mr. Mather was the founder, and has been the only president of this company, which has developed into one of the largest private car companies in the country.

Although his plan has been carried out by others, it is no less gratifying to Mr. Mather that the great Peace Bridge across the Niagara is now in operation. It was opened and dedicated with most impressive ceremonies on August 7, 1927. The Prince of Wales for Great Britain, and Vice-President Charles Dawes of Chicago for the United States, took part in the proceedings.

In 1927 Mr. Mather built the "Alonzo Mather Tower" on Wacker Drive, the tallest office building in Chicago, considered by many to be the most beautiful of its kind ever erected. He not only erected the building, but originally designed its octagonal tower and other unusual features, later developed by the architect.

Mr. Mather has always been greatly interested in the Art Institute of Chicago, of which he is a governing life member; and a few years ago presented to the Institute the "Mather Addition," supplying the essential service wing of the building.

Mr. Mather is still active at the age of eighty-one, enjoying the materialization of his dreams into steel, stone and concrete. He spends his time partly in Chicago and partly in California.

MAX EPSTEIN

SEEKERS after harmony in life would do well to take as a pattern the life of Max Epstein, Chicago capitalist, for few lives probably have been more beautifully rounded out than his.

While he has never deliberately closed his eyes to that which was unattractive in human affairs, he has remained throughout his active contact with the business world, an idealist who has made harmony and beauty his keynote.

Visualists and idealists there are to whom life is a phantasmagoria, shorn of all reality, but, not ignoring sordid facts, Mr. Epstein has created for himself, as it were, his own world, and, while not exactly closing its doors, has surrounded himself with all that goes to make life fuller and better and more beautiful.

It was the first sturdy generation of Chicago pioneers who, as soon as they became affluent, sought culture in the building up of a private art gallery. This, in some instances, may have savored of ostentation, as when a newly-rich orders a morocco-bound library or a sunken garden with a marble swimming pool. It might have been incongruous with pork packing, but, at any rate, pork packing and art came to dwell under the same tent.

Mr. Epstein is a representative of a newer generation of Chicago's builders, but the love of art in which he finds expression, is a deeply grounded love, sincere and genuine, and no flamboyant gesture.

Among the masterpieces of his collection are Velasquez' famous painting of Queen Isabella of Spain, as well as some of the finest canvases of Rubens, Van Dyck and Titian.

His taste is exquisite, his judgment unfailing, nor is his enjoyment of these treasures a selfish thing, for he has often shared his pleasure with the public in his loan exhibits at the Art Institute.

Mr. Epstein was born in Cincinnati February 6, 1877, the son of Morris and Celia Wertheimer Epstein. He attended the public schools in New York City and completed an academic course at the College of the City of New York, from which he received his diploma in 1891. The same year he came to Chicago, the western metropolis being at that time on the threshold of its greatest period of expansion which was brought to a glittering climax by the World's Fair.

Mr. Epstein was married April 14, 1897, to Leola S. Selig of Brooklyn, N. Y. The couple have two daughters, Edna and Lucille.

It was not long before Mr. Epstein found himself in the very vortex of Chicago's business life, and as a member of the Board of Trade, he was in close touch with the commercial pulse of the city and of the middle West.

In addition to collecting masterpieces of art, he broadened his horizon by extensive travel, diverging from the beaten path not only in Europe, but in Egypt and the Orient.

With the growth of his private fortune, his interest in the humanities expanded. Among his more important philanthropies are the Max Epstein dispensary and social hall at the University of Chicago, and the Max Epstein loan fund which enables worthy young students to secure a professional training at the Harvard law school.

During the world war, Mr. Epstein gave liberally of his time and rendered invaluable service as one of the members of the draft board.

One of Chicago's most efficient executives, he finds his working hours fully occupied in connection with his duties as chairman of the Board of the General American Tank Car corporation and affiliated companies.

He is a member of the Hamilton, City, Mid-Day and Standard clubs; of the Illinois Athletic club, the Lake Shore Country club, the Press Club of Chicago, the Whitehall club of New York and the Congressional Country club of Washington, D. C.

CLIVE RUNNELLS

WHEN a man is forbidden by both his innate modest and retiring disposition, and by the ethics of his government service from letting even his closest personal friends know the services he has rendered and the adventures he has known, his biographer is likely to have but a skeleton of statistics to present. Such is the case with Clive Runnells, than whom few men were more involved in mysterious and dangerous affairs during the years of the World War, yet whose deeds are almost unknown except in the secret archives of the government in the city of Washington.

Clive Runnells was born Sept. 10, 1877, at Des Moines, Iowa, the son of John Sumner Runnells and Helen R. Baker Runnells. His parents came early to Chicago, where his father was one of the principal officers of the Pullman Company, serving for years as chairman of the board of directors of that important corporation.

In his boyhood days he was instructed by private tutors, and when he was old enough he was sent to Harvard University, where he spent the four years from 1896 to 1900.

It seemed the natural thing for the son of a Pullman official to go directly into railroad business of some kind, so on his graduation from Harvard young Runnells entered the employ of the Chicago Junction Railway Company, where he remained for four years.

From the service of the Chicago Junction he went, in 1904, to the Pere Marquette road, representing that line in Chicago as its commercial agent for a year.

For two years thereafter he was with the Western Steel and Foundry Company, learning still more about the fundamentals of railroads and their equipment, how they are made and how they are best used.

For three years, from 1907 to 1910, Mr. Runnells was with A. C. McCord & Company. After that he spent one year with the American Car & Foundry Company.

From the manufacturing and merchandising end of the business Mr. Runnells next went into the financial phase, and from 1911 to 1915 he was a partner in the firm of Babcock, Rushton & Company, dealing in stocks and bonds.

Then he felt that he was competent to take part in the operations of the concern headed by his father, and in 1915 he became assistant to the president of the Pullman Company. He became a vice-president of the company in 1917, and since 1925 his title has been vice-president in charge of sales of the Pullman Car & Mfg. Corp.

While he nominally held his position with the Pullman Company through all the exciting days of the World War, much of his time and energy and talents were given to government service, especially after the United States became involved. That is one side of the life of Clive Runnells which is most alluring, yet which very few of his friends have ever glimpsed, and of which nobody knows, nor ever will know the full truth.

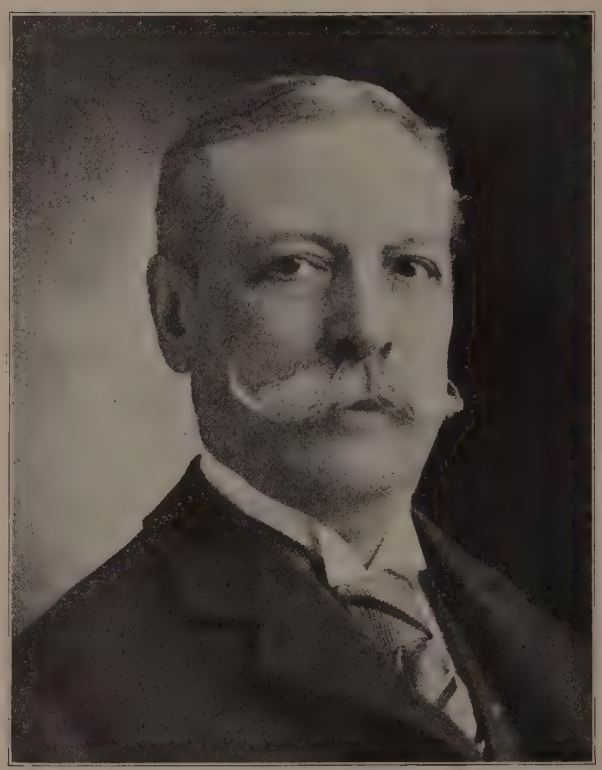
Outwardly he was only a lieutenant commander of the United States Navy, in charge of the Naval Intelligence at Chicago; in reality he was at the head of a band of devoted men who gathered, under the most trying circumstances and at great danger to themselves, facts which the government needed regarding the activity of aliens in the city, their plots and the counterplots against them.

Mr. Runnells was married September 24, 1921, to Miss Mary Pierce Withers, daughter of Henry Malcolm Withers and Mamie Pierce Withers. The children of this marriage are John Sumner Runnells II, and Clive Runnells, Jr.

He has travelled considerably abroad. Mr. Runnells is a vestrymen of Saint James Cathedral. His residence is at 2430 Lake View Avenue and his offices in the Pullman building.

CHARLES T. YERKES

CHARLES TYSON YERKES lost a fortune in Philadelphia, made a new one in Chicago, gave the city transportation when it needed it, awoke the enmity of a combination of the city's most powerful men of finance, bludgeoned his way to success through legislative lobbies, "back room" threats and all in all, led one of the most colorful lives ever led in Chicago. His paintings "made" the fine arts section of the Columbian Exposition. His buildings and famous telescope make the Yerkes Observatory of the University of Chicago.



Charles Yerkes was born June 25, 1839, in Philadelphia, Pa., the son of a successful banker, the president of the Kensington National Bank of Philadelphia for many years. With an education obtained in the public schools and Central College of his native city and the keen sense of financial ways handed down to him by his father, Yerkes started his business career in the commission house of James P. Perot when he was 17. Three years later while still a minor he started a banking and exchange business of his own, trading on the confidence in his father and his own ability.

From the beginning Charles Yerkes prospered, cultivating influential friends and following financial affairs with close application. In 1861 he bought heavily in Philadelphia street railway stock. Three years later he moved into an imposing bank building of his own and bid to handle five million in municipal bonds. He secured one million and profited on the deal. The finances of the city slumped terribly during the war and Yerkes formulated a plan for straightening them. He became the virtual financial dictator of the city, but was forced to buy, sometimes, all of the city bonds to keep them at par, as he had agreed. The Chicago fire caused a panic. Yerkes was caught and could not maintain the par value of his securities. Enemies seized the occasion to get in their work and he was indicted, and found guilty of "misappropriating municipal funds." Fair minded jurists termed the conviction a miscarriage of justice. After seven months' imprisonment the charge was dropped and Yerkes set free.

Utterly broken, with the stigma of prison across his name, Yerkes came back and recouped his fortune, by wise investment of borrowed money. Then on a famous Christmas eve he invited all his former creditors to his office, and although previous settlements had been made, he presented each with a check for the full amount of his indebtedness.

By Jan. 1, 1874, he was completely on his feet again, and continued his career with the Continental Railway Passenger company and his fabulous energy and push made the project ready for the centennial exposition.

In 1882 he settled in Chicago, the bustle, the rawness, the throbbing vitality of which had made a deep impression on him.

He became president of the North Chicago Railway company and the West Chicago Street Railway company. He rehabilitated and put into use the two abandoned tunnels under the Chicago River.

After establishing himself in the "market" at La Salle and Madison Streets, he built his famous home at Michigan Avenue and 32d Street. He donated to the city double bridges at Lake, Clark and Wells Streets.

But the combination against him was too great. He moved to New York in 1901 and invested in London underground railways. When he died October 30, 1905, he was comparatively poor.

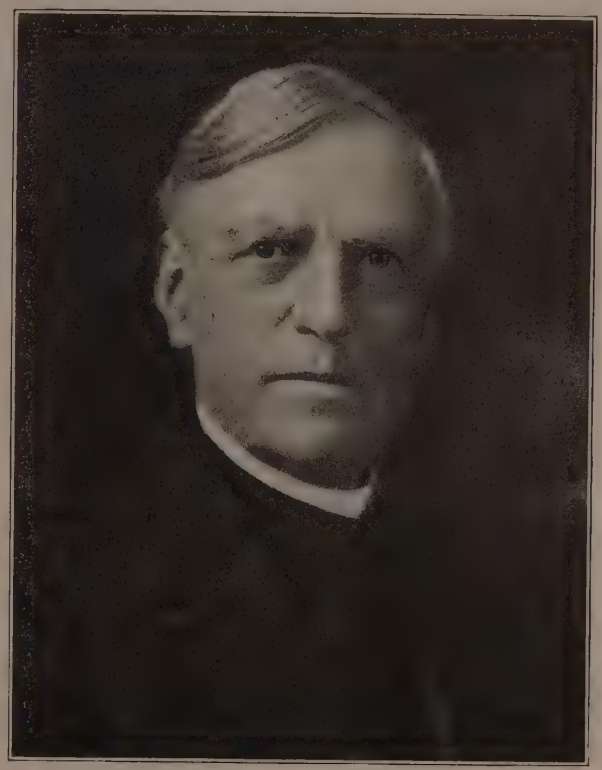
The Yerkes Observatory and the giant telescope, which he erected at Lake Geneva for the University of Chicago, cost five hundred thousand dollars.

Mr. Yerkes was married early in life to his first wife Miss Filmore. They were divorced after his prison term and he married the famous beauty Mary Adelaide Moore. One son, Charles Edward Yerkes survived him.

SAMUEL FALLOWS

THE story of Chicago without telling of Samuel Fallows would be an account omitting the name of one of its foremost religious leaders, educators, and citizens. He was most familiar as Bishop Fallows, for it was as Bishop of the Reformed Episcopal Church of the United States and Canada that he was best known.

Bishop Fallows was by birth an Englishman. He was born at Pendleton, Lancashire, England, on December 13, 1835. He was the son of Thomas and Anne Ashworth Fallows, and it was with them that he came to America in 1848. They set their faces towards the West, and braving the many obstacles of that day, they arrived as pioneers in Wisconsin.



His first education was received at country schools at Aztalan and Sun Prairie. He then began working his way through the University of Wisconsin, from which place he graduated in 1859, not only valedictorian of his class but also with the Bachelor of Arts degree. From that same institution he received his Master's degree in 1862 and in 1894 they made him Doctor of Laws. It was in 1868 however that he was made Regent of that University and was ever beloved and respected. The Alumnae and Alumni always welcomed him with great and sincere enthusiasm when he arrived each year for the Commencement where he headed their procession with the President.

In 1873 Lawrence University conferred upon him the degree of Doctor of Divinity.

For two years, beginning in 1859, he was vice-president of Galesville University, and on Sept. 25, 1862, he entered the Civil War as Chaplain of the 32nd Regiment, Wisconsin Volunteer Infantry. During this war he was very active and among other deeds one of the most notable was his answer to Lincoln's call for volunteers to serve One Hundred Days in 1863. Finally, after having assisted in recruiting one regiment and after having raised one himself, he was brevetted Brigadier General of Volunteers on October 24, 1865, and honorably discharged on November first of the same year.

Having made such an admirable record for himself as a soldier, he now began his duties as a private citizen.

Having been a Methodist preacher since 1859 he came to Chicago in 1875 to be the Rector of Saint Paul's Reformed Episcopal Church. The next year he was a Bishop and then a little later he was chosen Presiding Bishop of the Reformed Episcopal Church of the United States and Canada, which honor was repeated eleven times. He headed his church for over forty years.

In 1860 on April 9th Samuel Fallows married Miss Lucy Bethia Huntington of Marshall, Wisconsin. To them were born: Helen May (now Mrs. William Mayer of San Francisco), Hon. Edward Huntington Fallows of New York, Alica Katharine Fallows of Chicago, and Major Charles Samuel Fallows of Saratoga, California. Mrs. Fallows passed away on July 30, 1916.

Another accomplishment of this versatile, active man was the authorship of: "Bright and Happy Homes," "The Home Beyond," "The Bible Looking Glass," "Life of Samuel Adams," and "Christian Philosophy and Science and Health." He wrote many others, some being practical books on English grammar.

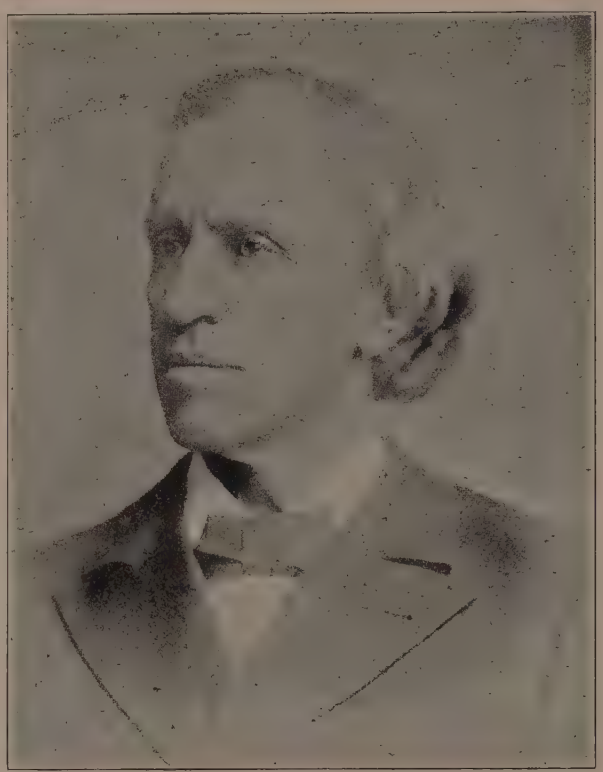
A phase of youth to which he directed much energy was that in which the young people had gone astray and were in need of proper help and guidance. He was President of the Board of Managers of the State Reformatory for twenty-one years and in that capacity rendered innumerable services to humankind in general.

When he died on Sept. 5. 1922 Bishop Fallows made vacant many places very hard to fill again, but the one which he alone was capable of occupying was that of combined soldier, author, citizen, and beloved bishop.

DAVID SWING

THE son of a pioneer, David Swing learned to withstand the hardships that nature and man thrust upon him so well that in later years he withstood a general attack of his own colleagues in the ministry of God, and founded through the struggle an institution that has wielded a vast spiritual and moral influence in Chicago.

The Central church is the monument David Swing has built himself and the work he began is carried on—now over the radio waves—as a fitting tribute to his earnest devotion.



The Reverend Professor David Swing was born August 23, 1830, in Cincinnati, Ohio. David Swing, his father, was a steam boat skipper on the Ohio River, a man who knew men of those colorful, exciting days that will remain a cherished part of Midwestern history. David's mother, Karinda Garlay, who like Swing had come to this country from Germany, was a devout woman and brought up her family in strict accordance with the Presbyterian tenets.

David Swing, Sr., died a victim of the cholera epidemic of 1832 and five years later Mrs. Swing married again and the family moved to Reading, Ohio, where young David, between long hours on the farm and chores about the house was able to satisfy in a measure the hunger for knowledge his mother had awakened in him.

At 18 young Swing entered Miami University, Oxford, Ohio, and was graduated with such distinction that two years after receiving his diploma, he was called back to his Alma Mater to teach Latin and Greek. In the meantime, urged by his increasing religious fervor he had begun studying for the ministry under the Rev. Dr. N. L. Rice of Cincinnati. Despite the demands of his teaching position which were increased soon after he was elevated to the chair of Ancient Languages he continued his divinity studies and was duly admitted to the ministry.

Westminister Presbyterian church of Chicago called the young divine in 1866 and he accepted, proving eloquently the wisdom of the call in the first year of his pastorate.

His sermons brought in people of note from every part of the city, regardless of church affiliations. His congregation three years later united with the North Presbyterian church and he became pastor of the unified Fourth Presbyterian church.

Again the great fire of 1871 was a tragic interruption of a brilliant career. The night of October 9 found the young pastor with his wife and two children homeless, seeking protection from the great conflagration in the open prairie. Everything he possessed was gone. The homes of all but two of his congregation had been consumed with the church building itself.

When a suggestion of order had been evolved from the chaos of ruins, the young minister hired Standard hall for his services. In a few weeks the crowd overflowed. McVicker's Theater was leased for Sundays as his audiences increased. Hundreds of notables heard his fiery sermons.

When his congregation rebuilt, at Rush and Superior Streets, he brought his followers with him and taxed the capacity of the new edifice.

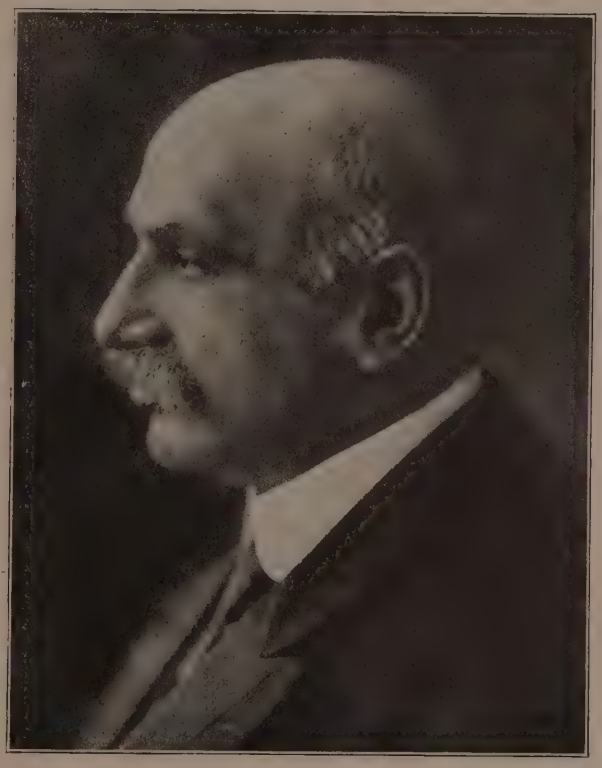
Such fiery sermons as Swing's are often misinterpreted. In 1874 the Rev. Dr. Francis L. Patton of the Chicago Theological Seminary brought charges of heresy before the Chicago Presbytery. The trial proceeded for weeks. The nation followed through the newspapers. Swing was acquitted and went back to a gratified congregation. The case was appealed. Swing was banned. His church pledged support and it too was banned. He resigned.

And then the memory of his success at McVicker's came back. He repeated it. Central church, a fitting monument, grew out of that trouble.

The Rev. Dr. Swing was married in 1854 to Elizabeth Porter. He lived until October 3, 1894, honored and loved by his entire city.

EMIL G. HIRSCH

COUNTLESS thousands of Chicagoans will testify that the name Emil G. Hirsch was more than merely the cognomen of an individual: that it was essentially a synonym for all that was noble, lofty and cultured. Perhaps no man before or since has ever earned to quite the same degree the confidence and respect of the American Jewish Community. He was unique. A native of Luxemburg, he was born on May 22, 1852, the son of Dr. Samuel Hirsch, a prominent rabbi. The family emigrated to America when Emil Hirsch was fourteen years of age. During all his scholastic career Dr. Hirsch distinguished himself by reason of his amazing intellect. At the University of Pennsylvania, and during his subsequent studies in Leipzig and Berlin, he laid the groundwork for that magnificent education which he used to such fine advantage.



In 1877 Dr. Hirsch was ordained, becoming rabbi of Har Sinai Congregation in Baltimore, Maryland. After a year he transferred to the Adath-Israel Congregation in Louisville, Kentucky, where he remained until 1880. In this year he received a call from the Chicago Sinai Congregation.

Then began forty-two years of service that have left a lasting impression upon the aspect, not only of Chicago Jewry, but of Chicago herself. Drawing upon an enormous stock of information, possessed of a prodigious memory, celebrated throughout the nation for his superb oratory, fearlessly candid on all occasions, he stood out as a Colossus, even among many of his colleagues, men of no small stature themselves.

When one reads the statements of contemporaries, published at the time of his death, when one reflects that among Gentiles no less than Jews he was held in warmest admiration, one realizes that the most extravagant panegyric can hardly be an overstatement of this man's remarkable ability. Not only as mentor of the Chicago Sinai Congregation was he noted. He obtained a national reputation as publisher at various times of the Zeitgeist, the Reformer and the Reform Advocate, wherein he expounded many of his epoch-making ideas and theories. For more than a decade Dr. Hirsch was a member of the Board of Trustees of the Chicago Public Library; was one of the original members of the Morals Commission appointed by Mayor Harrison; and served on the State Board of Charities. At one period of his library service he was president of the Board.

In 1892 Dr. Hirsch commenced his long tenure of the professorship of Rabbinical Literature at the University of Chicago, and in 1902 was Trumbull Lecturer at Johns Hopkins University.

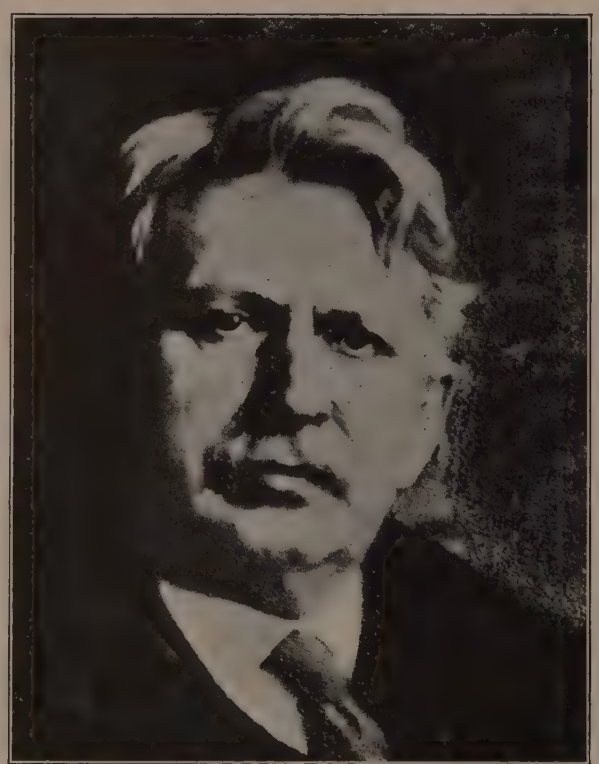
Throughout his entire career in the pulpit Dr. Hirsch was known for his scintillating wit. Not even the lights of the Lamb's Club could surpass the dextrously hurled shafts of satire with which Dr. Hirsch impaled such of the frivolous modern tendencies as appeared to him undesirable. Not that one should regard him as a conservative. Thoroughly progressive in his ideas he was almost radical on some topics. His interpretations of the Bible were in many instances not in accord with orthodox notions, but always spoken in public with typical freedom and vigor.

In 1878 Dr. Hirsch married the daughter of a noted New York rabbi. His death occurred in January, 1923, his wife surviving him. Upon his passing, due to pneumonia, the entire city felt the shock of his loss. His funeral was one of the most impressive ever witnessed by Chicagoans. At Sinai Temple, where his son-in-law, Dr. Gerson B. Levi conducted the services, the auditorium was filled to overflowing with an immense throng of folk of all denominations, including numerous divines not of Dr. Hirsch's faith. Emil G. Hirsch is gone, but the effect of his sincerity, his intelligence and his eloquence will remain to inspire generations of future Chicagoans.

FRANK WAKELY GUNSAULUS

IN CIRCLES of culture throughout our whole nation, the memory of Frank Wakely Gunsaulus is one which evokes the most profound respect and admiration. His outstanding work in fields of education, religion, art, and music entitles him to be considered one of the greatest apostles of beauty of our time.

Dr. Gunsaulus was born at Chesterville, Ohio, on the first day of the year 1856. His parents were Joseph and Mary Jane Hawley Gunsaulus. In 1875 he graduated from Ohio Wesleyan University with a Bachelor of Arts degree, and in 1887 he received his Master of Arts degree from there, also. Later he received the degree of Doctor of Divinity from both Beloit and Marietta Colleges, and in 1910 Miami College made him Doctor of Laws. We can thus perceive what a very thorough and well-rounded back-ground he gained by his schooling and understand the facile manner in which he made use of his various talents.



The year 1875 saw him ordained for the Methodist ministry, and after having preached for four years he entered the Congregational ministry. Before coming to Chicago he served as pastor of the Eastwood Church in Columbus, Ohio, pastor at Newtonville, Massachusetts, pastor of Brown Memorial Church in Baltimore, and was a lecturer at the Yale Theological Seminary.

It was as pastor of Plymouth Church in 1887 that Dr. Gunsaulus first was known in Chicago. In 1899 however he changed to the Central Church where he remained until 1920. One of the foremost of the positions he fulfilled was that of President of the Armour Institute of Technology. He took up that office in 1893. It was largely due to his vision and creative ability that this institution came into being and it was to this noble project that he bent a large part of his unceasing energy. This marked proof of his deep and sincere sympathy for youth, its progress, and proper training alone gives him the right to a prominent place amongst our foremost educators.

In 1912 he became a professional lecturer at the Divinity School of the University of Chicago. Added to this, he was a trustee of the Art Institute of Chicago and of the Field Museum of Natural History. One cannot possbly think of either of these two noble institutions without associating the name of Dr. Gunsaulus with them. His influence was ever-present and always stood for the progressive and artistic. In his spare time, of which one can well imagine there was no great super-abundance, he wrote a number of books. His chief relaxation he found in music and poetry, in both of which he was very erudite.

Aside from his actual material accomplishments there was his personality, magnetic and charming. His great power of leadership he never once utilized for a selfish purpose, and his kindly understanding never failed to endear him to an audience. His power of organization was so great that when the Central Church was formed in 1899 with him as pastor the meetings were held in the Auditorium and people of all faiths came to hear this gifted orator and minister and his sermons became justly famous.

On September 20, 1876, Miss Georgiana Long of Parsons, W. Va., became his wife. To them were born: Joseph Long, Martha Wright, Beatrice, Hawley, Mary Freemen, and Helen Cowen Gunsaulus.

Dr. Gunsaulus only did for Chicago what his large heart made him desire to do for the world. When he died on March 17, 1921, there were literally thousands who mourned his death.

Chicago will perhaps never be able to undertake any progressive or cultural enterprise without being guided in spirit by the lofty principles set forth by Dr. Frank Wakely Gunsaulus, educator, religious teacher, art connoisseur, but above all, humanitarian.

WILLIAM RAINEY HARPER

MARVELOUS as has been the rising up within a century of a great city where not so long ago historically Indians hunted their game, and tied their boats along the Chicago River, that marvelous growth has found a counterpart in the world of education and research. The University of Chicago has come to life, has grown, has achieved a front rank position in its sphere as a place where scholars meet new problems, find new knowledge—all within, so to speak, the last two decades.

Many have been the labors, many the laborers that have built Chicago's fine institution of learning on the Midway where the nations met in the World Fair, but the Herculean task, the giant accomplishment, belongs to one man, William Rainey Harper, first president of the University of Chicago.

Harper, during his active life, achieved world fame as an educational builder, as a man who could inspire others with his dreams and win the money necessary to accomplish them. But he, himself, knew that primarily he was a scholar and the world has come to realize that it was a sacrifice for him to give up the cloister of the learned man to take up the life of the builder. But he dreamed of the young manhood and young womanhood that would come to this fountain to partake of the learning his labors had made possible, and he deemed the sacrifice worth while.

William Rainey Harper was born in New Concord, Ohio, July 26, 1856. His father, Samuel, and his mother, Ellen Elizabeth Rainey Harper, put every advantage obtainable before their son. He took them and more than repaid his elders for their trouble. At fourteen he was graduated with a bachelor of arts degree from Muskingum College and read his commencement day oration in Hebrew.

The next three years he spent at home, taking up seriously the study of music which had lured him all his life. He mastered the technique of every band instrument then known. At seventeen he entered Yale as a post graduate student, and two years later won his Ph.D in Indo European languages. Followed a truly remarkable series of scholastic triumphs: D. D. degree at Colby in 1881; LL. D., University of Nebraska, 1883; LL. D., Yale, 1891; and LL. D., Johns Hopkins in 1893.

His professional rise was no less spectacular for a youth. He was principal of Masonic College, Macon, Tennessee, in 1875, and 1876; tutor from 1876 to 1879; principal of the preparatory department of Denison University, Granville, Ohio, in 1879 and 1880; Professor of Hebrew Baptist Union Theological Seminary, 1879 to 1886; Professor of Semitic languages at Yale, 1886 to 1891, also Professor of Biblical Literature in the same institution from 1889 to 1891; Principal Chautauqua College of Liberal Arts from 1885 to 1891; President University of Chicago and head professor of Semitic languages and director of Haskell Memorial Museum from 1891 until his death, as well as member of the Chicago Board of Education from 1896 to 1898.

Professor Harper had become America's foremost Hebrew scholar, had revolutionized the teaching of ancient languages, had published classical texts by the score, had edited magazines in the meantime.

This he gave up, except as an avocation, to raise money for the University of Chicago. His ability to cast spells over the moneyed men of Chicago and New York became legendary.

His mode of life was strict. From 5:30 a. m. until midnight every minute of the day was mapped out. Riding a bicycle on the campus was his only recreation. In 1875 he married Ellen, daughter of David Paul of New Concord, Ohio. He died June 10, 1906, having built one of America's greatest institutions of higher education and of research, where scholars famous the world over learn by experiment. Harper Memorial Library is a fit monument to this giant of education.

GEORGE CARDINAL MUNDELEIN

AN AMERICAN prince of the great church of Rome, George Cardinal Mundelein, rose to his exalted station from humble beginnings and no man perhaps ever has received more rapid or more deserved promotions in the hierarchy of the mother church than he. Piety, devotion, humanitarianism and a genius for organization all are combined in this remarkable and lovable character.

He predilection for the church was manifest in his early youth when, as a round-faced boy, the son of immigrant parents of New York's teeming Bowery district, he chose rather to swing the censer at the altar than to romp in the streets with his playmates. Later, when he had an opportunity to enter West Point as a cadet, he refused the appointment and dedicated his life to the priesthood.

Cardinal Mundelein was born in New York, July 2, 1872, his parents being of German extraction. His maternal grandfather is said to have been the first Union soldier killed in the civil war.

A brilliant career for young Mundelein was foreshadowed when at the age of seventeen he was graduated from Manhattan college, the youngest student ever to receive a bachelor's degree from that institution. He pursued his studies at St. Vincent's seminary at Beatty, Pa., and then at Rome, where he was ordained June 8, 1895. He returned to America to take charge of a Lithuanian church at Williamsburg, N. Y.

Before coming to Chicago in 1915 as the successor of the late Archbishop James Edward Quigley, he had already won distinction as a builder of beautiful churches. As rector of the Brooklyn cathedral chapel, Queen of All Saints, he built a magnificent French-Gothic church and school, two of the most beautiful examples of ecclesiastical architecture in America. The church of St. Mary of the Isle at Long Beach, L. I., also was his work.

In 1898 he represented the Brooklyn diocese at the Pope's jubilee in Rome and received the degree of Doctor of Theology from the Propaganda college there.

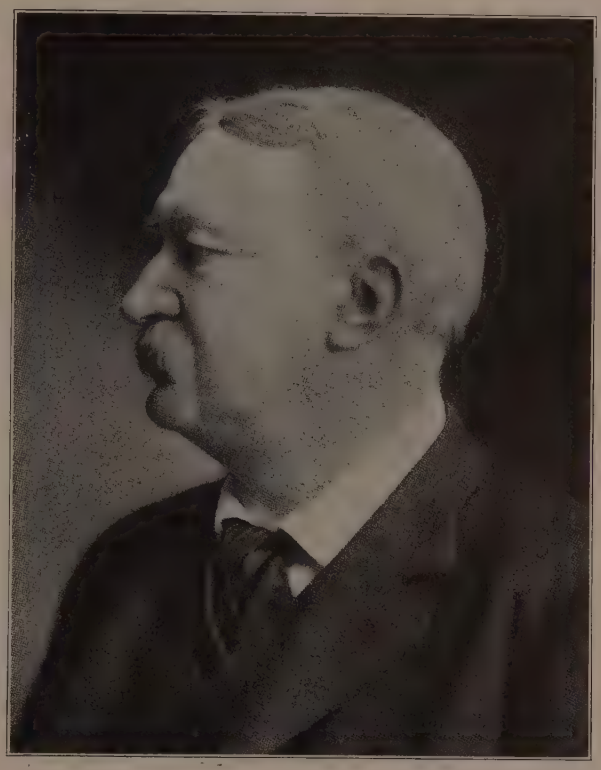
For his brilliant defense of Pope Pius X's condemnation of modernism, in 1907, he was made a member of the Royal Academy of Arcady, an honor bestowed for the first time on an American. And when named titular bishop of Loryma and auxiliary bishop of Brooklyn in 1909, he was the youngest member of the hierarchy in America. His educational and charity work in the Brooklyn diocese—he had founded there the Seminary of the Immaculate Conception of which he was the first president—commended itself so highly to the fathers of the church that, on the death of Archbishop Quigley, Bishop Mundelein was appointed to succeed him. For nine years he served in Chicago as archbishop, taking a leading part not only in church activities but in civic betterment. He reorganized and expanded the parochial schools, fostered regional high schools for boys and girls, established the Holy Cross mission for homeless men and the Misericordia maternity hospital, and recruited into a Big Brother movement hundreds of influential Catholic men who befriended the boy wards of the Juvenile court. Among his many ventures was the establishment in 1919 of the St. Mary of the Lake seminary at the little town of Area, Ill., renamed later Mundelein, in his honor.

His educational work was so conspicuous as to attract the attention of the Holy See, and in March, 1924, he was summoned to Rome to receive the red hat and the first cardinalate of the Roman church to be created west of the Alleghenies.

Cardinal Mundelein's career was crowned when in 1926 he brought to Chicago the great Eucharistic congress which attracted more than a million pilgrims to the city from many lands, and which was perhaps the most impressive demonstration of faith ever witnessed in the new world.

THEODORE THOMAS

THEODORE THOMAS perhaps was as much a pioneer in Music as Columbus was in navigation. The founder of the Chicago Symphony orchestra, he has left a legacy of inestimable value to the city of his adoption. But his scope was national. He was one of that group of Americans who made this country independent of Europe in its opera and concerts. Examination of his life work brings the conviction that he was the most vital of them all.



Theodore Thomas as a boy was glad to get "jobs" playing for all night dancing parties though it revolted his artistic soul to play the monotonous dance rhythm hour after hour. As a man he lived to see the entire musical world pay him tribute and to receive the thunderous plaudits of thousands packed in concert halls. His famous concerts in the old Exposition building on the lake front have left happy memories with thousands.

Theodore Thomas, who brought Chicago its first symphony orchestra, was born in Essen, Hanover, Germany, October 11, 1835. His father, August, taught him the violin from infancy, being a master of the instrument himself, and at six, young Theodore made his public debut in his native land. Four years later, however, August and Sophia Thomas brought their young son to America.

The years that followed were the hardest in Theodore's varied life. He played on the streets of New York and in saloons, preferring to earn money that way than to run in debt. But he stayed with his art, studying when possible under New York volinists. He is one of the few great American artists who never crossed the Atlantic to study.

The privations of his early life were most amply rewarded. Young Thomas began to win fame as a soloist in New York. He won laurels in a two-year tour of the South. Returning to New York, he again appeared on the concert stage, but the musical world had awakened to his charm. He was pressed into service as first violin for the opera. Soon he was conductor of the opera orchestra.

Jenny Lind, Grisi, Sontag and Mario had the assistance of his violin in their concert work. In 1885, with other New York musicians, he organized the first of a famous series of chamber music recitals. Having pursued these through fourteen successful seasons the young musician was urged on to greater attempts and in 1869 organized the famous Thomas orchestra to play at Irving Hall. The symphony continued through five seasons.

In 1860, Mr. Thomas had managed a tour of his orchestra through the eastern and mid-western states. He had introduced thousands of Americans to the old masters and had included in his catholic repertory novelties then shocking to the educated musical public.

But when the American opera company was organized there was little doubt as to who should be director. His appointment was the result of unanimous choice. In 1872 he had been appointed director of the Brooklyn Philharmonic society and in 1877 was chosen to head the New York Philharmonic. For years he conducted music festivals in Cincinnati and New York and gave symphony concerts in every Eastern and mid western city. A grand tour from New York to San Francisco won him a national reputation.

Mr. Thomas' first concert in Chicago was in 1862. It was repeated year after year and in 1877, the year of the riots, he opened a five weeks' season, with militia men quartered in the hall flanking each side of his orchestra.

In 1891, appointed musical director of the World's Columbian Exposition, he took up his residence in Chicago and spent the remainder of his life here building up the famous symphony.

Mr. Thomas was married to Minna L. Rhodes in 1864, in New York, and after her death married in 1880 Rose Fay of Chicago. He died Jan. 4, 1905.

JOHNNY HAND

ACROSS the pages of Chicago's history have marched many great bandmasters, men whose inspired swinging of the baton has earned them widespread admiration, but of all this imposing aggregation none ever achieved the universal popularity that was Johnny Hand's. A welcome and familiar figure at the most famous social functions and the grandest charity balls, he possessed to a rare degree the respect and affection of folk in all walks of life. At his funeral, contemporary reports assert, the Armours, Ryersons and Daweses stood almost elbow to elbow with humble folk in all walks of life, among the throng of two thousand persons who came for the last time to give testimony to that unique charm, personal and musical, which the beloved bandmaster exercised over the music-lovers of his adopted city.

Johnny Hand was born in Wadern-am-Rhine, a village in Rhenish Prussia, on October 26, 1831. He was twenty years of age when he emigrated to the United States, obtaining his first position in a lumber mill in this city. However a man of Mr. Hand's unusual musical talent did not need to work very long at manual labor; soon he secured an engagement at the La Salle Theatre, where he played in the year 1851 for a Christmas dance. During the ensuing years Mr. Hand readily manifested his remarkable ability and was recognized everywhere for his fine talent. His career, however, was interrupted by the outbreak of the Civil War.

During this conflict Mr. Hand willingly sacrificed his prospects, temporarily at least, for the opportunity to serve his country, enlisting in the Union Army with the Twenty-fourth Illinois Infantry, and serving throughout the War as bandsman.

The War concluded, Mr. Hand reassembled his orchestra, that aggregation which was destined to occupy so prominent a niche in Chicago's Temple of Orpheus. It stood foremost among Chicago Orchestras, due chiefly to the genius of its presiding spirit.

During the World's Fair Ball Mr. Hand officiated as bandmaster, and he it was too who provided the music at these never-to-be-forgotten social affairs given by Mrs. Potter Palmer. Many was the famous event at which he performed. The widely-known ball at the Auditorium in honor of Prince Henry of Prussia, the much-discussed series of dances given by the Bachelors and Benedicts, and numerous other noteworthy social functions were enlivened by the presence of the splendid Hand Band, without which many felt that no affair could be a complete success. He also played for many of the dancing parties at the fashionable Lake Geneva colony, for the beau monde of Chicago and its suburbs insisted on Johnny Hand's Orchestra for its most brilliant events.

In 1909 Mr. Hand retired from active participation in musical matters, after a career embracing more years, more applause and more genuine affection that any other Chicago bandmaster has ever won. During the last seven years of his life, resting on his well-earned laurels, Mr. Hand's chief interest lay in his descendants. His son Arthur was—and is—first violin of the Chicago Symphony Orchestra, and his son Armin has achieved considerable celebrity in conducting orchestras in some of Chicago's large moving picture establishments, A proud moment in Johnny Hand's life was when he attended the opening of the Municipal Pier, where "Johnny Junior," aged six, son of Armin Hand, led the Band. It was a big moment in the life of the famous bandmaster, when he saw his little grandson repeating the triumph that he had himself known for so many decades.

When Johnny Hand died in October, 1916, all Chicago mourned the passing of its beloved "Music Master."

DR. RALPH NELSON ISHAM

IN THE days before specialization, when a good deal of tact as well as skill was required to offset the criticism of the general public against progressive methods of surgery, Dr. Ralph Nelson Isham was numbered among the prominent general surgeons and practitioners of the day. By performing a tracheotomy for quinsy on a son of the leading Presbyterian minister, he made his professional start in Chicago. Though this locally unheard-of proceeding was vehemently opposed by many of the pious parishioners as a direct interference with the ways of Providence, the success with which he handled the case gave him immediate prestige.

Dr. Isham was born at Mannheim, New York, March 16, 1831. He received his early education at Herkimer Academy, Little Falls, N. Y., and later a degree from the Medical College of Bellevue Hospital, New York City, in 1854. After a trip abroad for postgraduate work, he settled in Chicago in 1855. When the City Hospital building was erected at Eighteenth and Arnold Streets in 1856, Dr. Isham became a member of its medical staff. In 1859 he joined Doctors N. S. Davis, David Rutter, Hosmer A. Johnson, William H. Byford, John H. Hollister and Edmund Andrews in establishing the Chicago Medical College, now Northwestern Medical School. For many years he held the chair of surgery and anatomy in that institution.

In 1857 Dr. Isham married Miss Katherine Snow, daughter of George W. Snow, whose farm occupied the land now bounded by State, Dearborn, Jackson, and Van Buren Streets. Their children were Dr. George S. Isham, Ralph Isham, Mrs. A. L. Farwell, and Mrs. George A. Carpenter.

At the outbreak of the Civil War, Dr. Isham became a contract surgeon and was one of the organizers of the United States Sanitary Commission. He went twice to the battle zone in its interests. In 1862 he was appointed surgeon in chief of the Marine Hospital which had become, temporarily, a military hospital. Upon reversion to its original purpose, Dr. Isham continued in charge of the institution until the late seventies.

Dr. Isham was chief surgeon of the Chicago and Northwestern Railway Company, consulting surgeon of the Cook County, Presbyterian and Passavant hospitals, and surgeon, with the rank of major, of the First Regiment, Illinois National Guard. In 1881 he went to London as a delegate to the International Medical Congress. He was a member of the American Medical Association, the Illinois State and the American Medical Societies. Honorary degrees were conferred upon him by the University of the City of New York and Northwestern University.

It is an interesting fact to know, regarding his private life, that Dr. Isham had one of the largest private libraries in the city during his time.

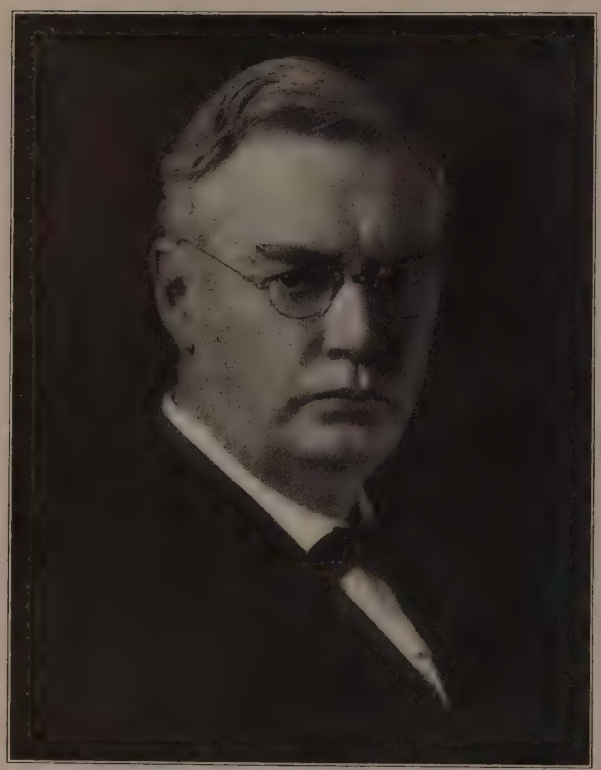
This library was his great pride and pleasure and although his professional duties left him but little time for indulging in reading, yet it was in this library he spent what spare moments he had among his beloved books.

With his death, which occurred on May 28, 1904, Chicago lost a most loyal, useful, and devoted citizen. The confidence inspired by his kindly nature and innate courtesy was as much an asset as the unusual ability which he possessed and the efficiency with which he handled many a delicate problem where a human life was at stake. Surely a man who gave so much of his life toward improving and maintaining the health of the community and toward building the educational foundation necessary to perpetuate such ideals, cannot but be accorded a place of highest rank not only among those who have aided in the making of a great city but also among the makers of a great nation. His loss was felt not only by the city alone but also by his associates in the medical profession.

DR. OTTO L. SCHMIDT

BORN in early Chicago, growing up in the stirring times of the fire, reaching manhood as the city began to attain its high place among the great metropolises of the world, Otto L. Schmidt has never forgotten his city, has never relegated it to second place in his thoughts.

Fascinated when a boy, by its magic like change from Indian trodden wilderness to capitol of an inland empire, he has never allowed the more dreary affairs of humdrum every-day life to dull the edge of his youthful enthusiasm for the early romance of Chicago. As president of the Chicago Historical Society, he has done much to keep the settlement at Fort Dearborn alive. And as private citizen and good friend he has charmed many a present-day Chicagoan with his tales of prime-aval lore.



Dr. Otto L. Schmidt was born in Chicago in 1863, the son of Ernst Schmidt, pioneer. At eight he saw the city burnt to a heap of ashes. There is much of the spectacular that stays in an intelligent youngster's mind through life and the great fire has remained vivid in its blazing horror to Dr. Schmidt.

But a great movement was afoot. As Otto Schmidt went to grammar school he saw new buildings going up every day. He felt new thrills; he saw his city conquering the accident of fire. A deep love of the city was born in his heart.

Being graduated from the old Central High School in 1880, young Mr. Schmidt registered at the Chicago Medical College where he won his M. D. in 1883. Years of travel and post-graduate study in his chosen profession followed. He was a student at Wurzburg and Vienna. But he couldn't forget his native city, something about its bustle, its stupendous growth, its dreams, drew him back and he opened his office here.

The story of Dr. Schmidt's success in his profession is the story of the almost certain success encountered by an able physician who practiced with conscientious skill and with scrupulous regard for the ethics of his profession. He became consulting physician for Alexian Brothers and other great hospitals.

But the story for which Chicago will remember Dr. Otto L. Schmidt is the story of his efforts to keep alive in the tumult of twentieth century Chicago, in the screech of elevated trains, the whirr of motor cars, the hum of the millions hurrying through the shade of tall skyscrapers — his successful efforts to keep alive in this Chicago, the memories of prairie days, of the men who fought lonely battles to subdue the wilderness and bend it to their will and prepare it for the millions to come.

As president of the Chicago Historical Society, he has done as much as any one man could do to impress the heterogeneous millions of new comers with the romance that was early Chicago.

As president of the Illinois State Historical Society, his influence in the work has broadened. As president of the Illinois State Historical Library board, he has made available to other enthusiasts the lore that is his. As chairman of the German American Historical Society of Illinois, he has kept fresh in men's memories, the honored names of his countrymen who were, many of them, the makers of Illinois and the preservers of the country.

As member of the school board appointed by William E. Dever, he fought for fairness to his countrymen in school histories, but fought also for William McAndrew, whom he thought had been unjustly attacked.

It has ever been one of the outstanding characteristics of Dr. Otto Schmidt to fight for a principle, even though he stand alone against a seeming overwhelming majority.

He is a member of the Union League, C. A. A., Germania, German and South Shore Country clubs and president of Inland Lakes Yachting Society.

DR. FRANK BILLINGS

MORE work and more honors have been crowded into the life of Dr. Frank Billings, one of Chicago's favorite sons, than usually fall to the lot of any one man. And at the age of seventy-five he is still enjoying them, and active in accumulating more.

He was born on April 2, 1854, at Highland, Wisconsin, the son of Henry Mortimer and Ann Bray Billings. His father was a civil engineer and farmer, Frank had an ambition to be a doctor. To that end, when he had finished the grade schools and the State Normal School at Plattville, Wisconsin, and had earned some money at forty dollars a month teaching a grade school, he entered the medical school at Northwestern University. There he was graduated in 1881, and from that day he has steadily risen.

First there was an interneship at the Cook County Hospital in Chicago. Then a series of courses in medical schools in Vienna, Paris, London and various German cities. Since then he has made many trips abroad, visiting, studying and working in all the countries of Europe and in Siberia, China and Japan.

By turns—and sometimes concurrently—he has been attending physician at Mercy, Cook County, St. Luke's and Presbyterian Hospitals; secretary of the Chicago Medical Society, and later president; president of the American Medical Association; president, Association of American Physicians; president, National Tuberculosis Association; president, Congress of Physicians and Surgeons; and trustee, American Medical Association. Dr. Billings is famed as a teacher no less than as a physician and surgeon. He has served in these capacities: demonstrator of anatomy, professor of physical diagnosis, professor of anatomy and secretary of the faculty of Northwestern University Medical School; professor of medicine, Rush Medical College and dean of the faculty; professor of medicine, University of Chicago; Shattuck lecturer at Harvard, Lane Medical lecturer at Leland Stanford University.

During the World War Dr. Billings rendered services to his own country and to the Allies which brought him high recognition. His military connection began in 1908 when he became a first lieutenant in the Medical Reserve Corps, U. S. A. When the nation went to war he was made a major in the Reserve Corps, and later colonel in the Military Division of the American Red Cross, serving in Russia during the greater part of 1917.

Ordered into active service with the U. S. Army, he was assigned by turns to the draft board, the provost general's staff at Washington, and finally to the office of the Surgeon General with rank of colonel. He is now a Brigadier General in the Medical Reserve.

In recognition of outstanding services rendered, Dr. Billings has been decorated with the Distinguished Service Medal by his own government; the Order of the Knights of Leopold by Belgium; and the insignia of an Officer of the Legion of Honor by France.

His love of military service is inherited, for his father was a major in the militia, and served against the Indians in several campaigns, while an ancestor, Captain John Billings of Montville, Connecticut, fought through the Revolution.

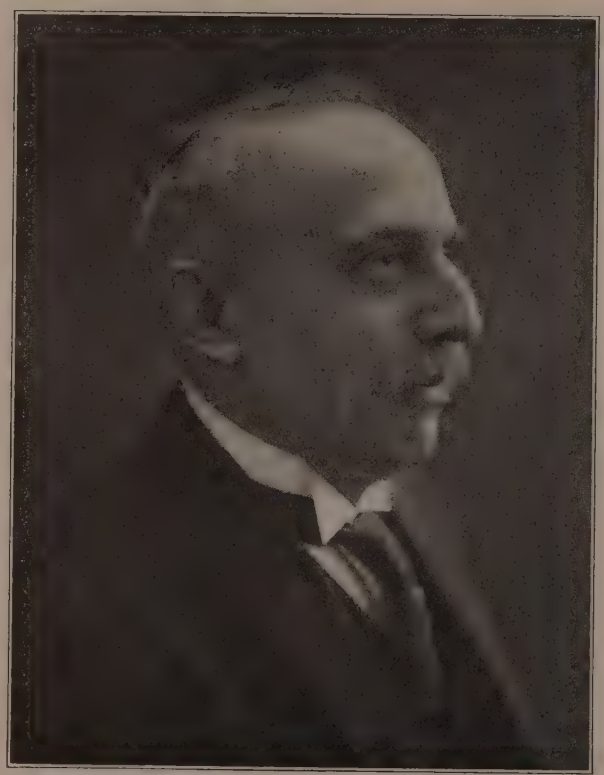
Dr. Billings was married soon after he had completed his studies in Europe—on May 26, 1887. His bride was Miss Dane Ford Brawley, daughter of Daniel and Lucy Farnsworth Brawley. Mrs. Billings died in 1896. They had one child, Margaret (Mrs. George R. Nickols, Jr.).

With all his professional work, Dr. Billings has found time to be a very human man among his fellows. He loves golf, hunting and fishing, and is a member of a long list of medical organizations, and the Chicago, Chicago Athletic, University, Glenview, Saddle and Cycle, and Racquet Clubs, the Academy of Science, and the Chicago Historical Society. Dr. Billings is rounding out half a century as one of Chicago's most loved and loyal citizens.

MAX HENIUS

IT TAKES a wit and a keen wit to engage in repartee with Max Henius without receiving better than one sends. For he is in his element when hurling forth his accurate verbal shafts, and nothing delights him more than a clever reply.

As in conversation, so it is in everything with Dr. Henius. A brilliant penetrating mind, and genuine appreciation of ability in others are two of his most distinguished characteristics.



Max Henius was born in Aalborg, Denmark, on June 16, 1859, the son of Isidor and Emilie Henius. His father was a leading distiller in Denmark.

Max Henius attended the Latin School in Aalborg, from whence he graduated. He then studied Chemistry for three years at the Institute of Technology at Hanover and two years at the University at Marburg, Germany, where he received the degree of Doctor of Philosophy in February 1881.

On October 24th of the same year he arrived in Chicago, and soon after found employment with Wahl Brothers Glue Works in Chicago. Leaving there he found employment with the Northern Pacific Railroad.

In between he was active as a Book Agent at three dollars a week, a Drugstore Boy, a Coal Shoveler at six dollars a week and in similar positions.

On June 4th, 1883, Dr. Henius married Johanne Louise Heiberg of Aalborg, daughter of Dr. Emil Theodor and Hanne Schmidt Heiberg. Their three children are: two sons, Henry and Emil Theodor, and a daughter Gerda, who is enjoying signal success as an Opera Singer.

In 1886 Dr. Henius and Dr. Robert Wahl of Milwaukee founded the Wahl-Henius Institute in Chicago for analytical and consulting Chemistry and Research Work, of which Dr. Henius is now President.

Older residents of Chicago will recall the startling disclosures in the daily press in 1892, when Dr. Henius, with his associates, traced the typhoid epidemic to polluted milk and discovered the source of infection of Chicago's Water Supply. They will also remember his connection with the Chicago World's Fair in 1893, where he served as a Judge and Secretary of the Industrial Department. The younger generation has reason to appreciate his outstanding work on behalf of the Chicago Public Library, serving on the Board successively for ten years as Director, Vice-President and President.

He was Director General of the First American Exposition of Brewing Machinery, Materials and Products, and Secretary General of the Second International Brewers Congress held in Chicago 1911.

He holds a number of high honorary positions. He is Knight Commander of the Order of Dannebrog and received the Danish Gold Medal of Merit. With other Americans of Danish descent he founded the American National Park at Rebild, Denmark, which was deeded to the Danish Government with the proviso that the park must be turned over to the Americans for the yearly 4th of July celebrations. These festivals have grown to such an extent that last year the attendance was about 2000 Americans and 30,000 Danes.

During the war he was connected with the Committee of Public Information and was President of the Jacob A. Riis League for Patriotic Service.

Dr. Henius is an incurable Globe-Trotter. He has crossed the Ocean 70 times and traveled all over America and Europe. A very widely-read man; his favorite book in his boyhood days was "Fra Piazza Del Popolo" by Wilhelm Bergsoe, and he enjoyed the writings of Mark Twain and Captain Marryat in Danish. Some of his favorite authors are: Thomas Paine, Poe and Walt Whitman.

He is keenly alive to all the affairs of the day. Few men have more of genuine culture than he, or can rival him as a fascinating conversationalist.

C. ST. CLAIR DRAKE

AMONG the men who have contributed to the public weal, none is more worthy of gratitude than those who ward off illness and disease, keeping high the standard of public health. In this class Clarence St. Clair Drake holds a prominent position.

He is a native Canadian, born in Fingal, Elgin County, Ontario, on January 23, 1871. His father was Adelbert A. Drake, purchasing agent for the Michigan Central Railroad in Canada; his mother Eliza Jane Drake. Among his forebears was Daniel Drake, mayor and leading citizen of St. Thomas, Ontario. It was at the Collegiate Institute of this city that Dr. Drake went, after preliminary education in public and private schools. Later, coming to Chicago in 1888, he studied at the Chicago Homeopathic Medical College, whence he graduated in 1891 with his M. D. degree.

Although he had always had his heart set on medical work, his first job was in the accounting department of the Michigan Central Railway at a dollar a day. But Dr. Drake's ability in his chosen line was too manifest to be overlooked. Accordingly, he secured a position in the medical service of the Chicago Health Department, in which organization he remained in successively more important capacities from 1894 to 1914, being Assistant Registrar of Vital Statistics from 1895 to 1913. In 1914 he became Secretary of the Illinois State Board of Health. Three years later he was chosen as Director of Health for the State of Illinois, a post directly affecting the welfare of millions of inhabitants of our state.

Here Dr. Drake organized the first Department of Public Health for Illinois, serving in his position as Director of Public Health for the years 1917-1920, inclusive, under Governor Frank O. Lowden. During all his career as a public health officer Dr. Drake distinguished himsef, not only through the unquestionable efficiency with which he invested his various offices, but also through the high standard of ethics he has manifested. Many are the friends whom he has won by force of his sterling character and his pleasing personality, men high in public life, and whose esteem is a just cause for satisfaction. Among the friends to whom Dr. Drake ascribes a measure of his early progress was Dr. Frank W. Reilly, a pioneer in public health service in the City of Chicago, and a sanitarian and journalist of merit.

In 1921 Dr. Drake became affiliated with the National Health Shows, Inc., an organization that gave a series of nine Health and Sanitation Expositions in various cities throughout the United States. Dr. Drake occupied the position of Director of Health, remaining connected with this praiseworthy enterprise throughout its entire series, which ended in 1923.

Dr. Drake's present work is as Associate Field Director of the American Public Health Association, a health service for the people of Chicago and the State of Illinois; serving also as Executive Secretary of the State and Provincial Health Authorities of North America. He is also an honorary member of the Conference of State and Provincial Health Authorities of North America, the first health officer ever to be elected to this honorary office.

In December, 1897, Dr. Drake was married to Miss Alice Adams, daughter of Lewis E. and Sophie Engelhard Adams. They have one son, Carlton St. Clair Drake. Dr. Drake is a Baptist and a Republican. He belongs to these clubs: Ashland, Fort Dearborn, Town and Country, and Neighborly, of all of which he has been President at one time or another; as well as the Sangamo of Springfield, Illinois, and the Country Club at that same city.

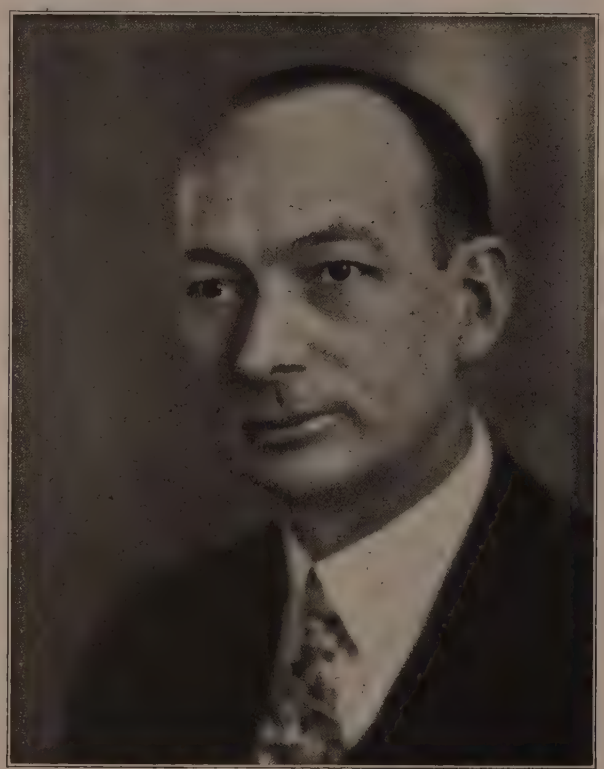
Dr. Drake is thoroughly devoted to his health work, it being his recreation as well as his vocation.

It is to men of Dr. Drake's type that modern civilization owes progress in public health standards.

DR. ARTHUR G. FREY

ARTHUR G. FREY, eminent Chicago physician and surgeon, was born in Mendota, Illinois, on the seventeenth of August, 1883, the son of Phillip Frey and Marie Goemmer Frey. His father, who had fought with the Union Army during the Civil War, was a farmer. His elementary education was secured in the public schools of Mendota.

As a boy and a youth, Mr. Frey was greatly impressed by the visits of the local physician. Observing the doctor making his rounds attired in his long black cloak, driving from house to house by the then most expedient manner of transportation, the horse and buggy, the young Mr. Frey began to feel an ambition to follow in the footsteps of this kindly man. Here was a profession in which one could be of inestimable value to one's fellowman, healing his maladies and alleviating his suffering. This, then was to be his vocation.



Unfortunately, Mr. Frey could not pursue his medical studies as soon as he would have liked, but had to take a position on a farm at the not too remunerative salary of two dollars a week. His youthful ambition, however, was not to be suppressed, and he attended the University of Valparaiso, Indiana, from which he graduated with the degrees of Bachelor of Science and Bachelor of Arts in 1907. He then came to Chicago, and enrolled at the Northwestern University Medical School. From this institution he was graduated in 1911 with the degree of Doctor of Surgery. From that time on, he has risen steadily in his field until he is now one of the foremost physicians in Chicago. Continuing his university studies by diligent reading of the best surgical books, Dr. Frey has increased and expanded his knowledge to such an extent that he is regarded as a very high authority on the subject of surgery. At present he is on the senior surgical staff of the Lutheran Memorial and Grant Hospitals.

Dr. Frey has traveled extensively throughout the United States, studying the practices of medical institutions in other cities, to the end that he might the more efficiently administer to and benefit his own patients.

Dr. Frey was married on November eighteenth, 1918, to Miss Rose A. Pfann, daughter of John Pfann and Suzanne Franzel Pfann. To this union a son has been born, William Henry Frey.

When not occupied with his professional duties, Dr. Frey divides his time between his books and horseback riding or golf. While preeminently interested in works on the subject of surgery, he is a keen student of the classics, and his library shelves are replete with the literature of such authors as Shakespeare, Goethe, Lowell, Emerson and Schiller. Horseback riding is a favorite diversion with him, while golf, which Dr. Frey took up more than twenty years ago upon his arrival in Chicago, always has a place in his schedule of recreations.

Dr. Frey holds memberships in the Chicago Medical Society, the American College of Surgeons, and the American Medical Association.

He professes allegiance to no particular political party, but prefers to cast his ballot for those men who in his opinion are most deserving of support. The bulk of Dr. Frey's charitable donations, as might be surmised, are in the form of benefactions to hospitals.

Dr. Frey is a man of charming personality, which, together with his ability and conscientiousness, has won him a host of staunch friends. Comparatively recently, he opened a new suite of offices in the Pittsfield Building, 55 East Washington Street. These are generally considered to represent the last word in beautiful and modern furnishings and equipment.

The Doctor resides at 916 Castlewood Terrace. He is a member of the Olympic Beach and Medinah Athletic Club.

ROBERT SONNENSCHEIN, M. D.

ONE of the finest services a man can render his native city is to maintain and repair the health of hundreds of its citizens. Countless grateful Chicagoans will testify as to the broad scope and splendid quality of the service rendered by Robert Sonnenschein.

He was born here on the tenth of July, 1879 to Leopold and Charlotte Stein Sonnenschein, and received his early education in the Chicago Grammar Schools and in the West Division High School. Deciding not to follow his father's occupation, that of a merchant, he matriculated at the Rush Medical College, an institution now affiliated with the University of Chicago. In studying medicine he was fulfilling a youthful ambition. It was a singularly humane ambition for a child to have. Most children want to be soldiers, shooting their fellow men and bayoneting them; policemen, hitting prisoners with clubs; bandits, stealing others' property, — all childish conceits that wear off it is true. But Robert Sonnenschein from the very first was eager to minister to the ills of other folk. It is good to know his wishes came true.

His first position was an interneship in the Cook County Hospital in 1901-2. And now, as a practising specialist in diseases of the ear, nose, and throat, he is one of the most eminent men in his field in the Middle West, if not the whole continent.

During the World War Dr. Sonnenschein was a member of Medical Advisory Board 3 D; it was during this period, too, that he married Flora Kieferstein, daughter of Karl H. and Mary Kieferstein, April 5, 1917. The Sonnenscheins have three children: Jeanne Anna, Carl Leo, and Ralph Robert.

Dr. Sonnenschein is fond of golf, reading, and travel. He has been to Europe four times for post graduate work. His favorite literature he describes as high class fiction, history and science. He is a member of the Chicago Sinai Congregation, and is a donor to the Jewish Charities of Chicago, United Charities of Chicago, and others.

He is a member of the Ravisloe Country Club, the Standard Club, the Phi Delta Epsilon fraternity, the American Otological Society, the American Medical Association, and numerous other medical societies including those specializing in ear, nose, and throat. Dr. Sonnenschein supports the Republican ticket in national politics, but in local affairs he is an independent.

After golf — that game which is responsible for so many moments of boiling wrath or ecstatic triumph— Dr. Sonnenschein's pet hobby is the science of acoustics, a study in which his profound knowledge of the mechanics of the human ear serves him in good stead.

Since 1915 Dr. Sonnenschein has been an assistant professor of ear, nose, and throat at his alma mater, the Rush Medical College of the University of Chicago. This is a considerable honor as the Rush College enjoys an exceedingly lofty reputation, every member of its faculty being an expert and authority in his field. He is also attending Oto-Laryngologist at the Michael Reese Hospital, where he has done splendid work in relieving the sufferings of its numerous patients.

The proof of the worth of any professional man's services is to be found in his clientele. Not only are his patients legion in number, but there are among them many of the most prominent of Chicago's citizens. Be it said, however, to Dr. Sonnenschein's great credit that to rich and poor alike he accords the same careful attention in his commodious suite in the Lake Michigan Building.

Many of his efforts are of a philanthropic nature as he gives unsparingly of his time and talents to sufferers whose pecuniary circumstances do not enable them to offer the emoluments that Dr. Sonnenschein's abilities deserve.

LEO LOUIS HARDT

SOME men are born into this world with a background exactly suited to frame the career which they seem destined to follow. They inherit the tastes and even the capacities for their future activities, and they grow up in an atmosphere and amid surroundings which prepare them, with little or no effort on their part, to take up their life duties when the proper time arrives.

Other men are born and reared under circumstances which give them no preparation, no hint, which would fit them for the work they are destined later to undertake. Such men build characters strong and sturdy in whatever background destiny has given them; and when the time comes they bend Fate to their own wills, and carve out their own careers by force of character.

Such a man is Dr. Leo Louis Hardt, head of the Department of Medicine of St. Elizabeth's Hospital, Senior Physician of the Medical Staff of the Lutheran Memorial Hospital, and Associate Clinical Professor of Medicine at Loyola University Medical School. And all this at the age of only thirty-seven. He attained this enviable position in his chosen profession by sheer force of will, strength of character and brilliance of mind.

He was born in Chicago on October 24, 1892. His parents were Gustav Hardt and Augusta Crowel Hardt. His father dealt in steam boilers, and was a solid and prosperous man; but the boy wanted to be a doctor.

This ambition he kept steadily in mind through all his school days. He attended the public schools, and he was in his element when the subject was anatomy and physiology. He got more of his favorite subject when he entered Englewood High School.

When he had finished high school young Hardt entered the University of Chicago, and again pursued the studies which would fit him for the career he had chosen. Finally, after years of hard work—hard but enjoyable because it gave him an understanding of the things he loved to study—he was graduated from Rush Medical College of the University of Chicago. The first part of his ambition had been achieved—he was a doctor; he was entitled to write the letters "M. D." after his name. He was legally empowered to heal the sick, to perform surgical operations to save human life.

Dr. Hardt began the practice of medicine with the same enthusiasm and energy that he had studied it for years. He quickly became known as a young man who understood human ills, and was skilled in ministering to them. Little by little he made his way to his present position in the profession—and how much higher he will go cannot be foretold.

Among the other honors which have been conferred upon this brilliant son of Chicago for his attainments are these: He was interne at the Presbyterian Hospital, 1917-18; Assistant in Medicine at Rush Medical College, 1917-20; Staff in Medicine, Mayo Clinic, 1920-23; Instructor in Medicine, University of Illinois College of Medicine, 1923-26; Gastro-enterologist North Chicago Hospital, 1923-26; Fellow of the American College of Physicians, B. S., University of Chicago, 1914; M. S., University of Chicago, 1915; Member Sigma Xi, an honorary scientific society at University of Chicago; and winner of the Frear Prize in research at the University of Chicago in 1915.

With all his hard work, Dr. Hardt has kept in touch with the social side of life. His favorite sports are golf, swimming and wrestling. In religion he is a Lutheran, in politics a Republican. He is a member of the Illinois Athletic Club and—of course—the American Medical Association.

He is not alone in his upward climb. He married Miss Ruth Sharer, and they have two little girls, Ruth and Marilyn.

FRED KLEIN

WHEN news of the Chicago Fire—that devastating conflagration of 1871 reached Mecklenburg, Germany, where Fred Klein, one of Chicago's best known printers, was born on November 13, 1856, his elder brother, an architect, who had been looking with longing eyes toward America, decided to emigrate at once to Chicago, to render professional assistance in rebuilding the city. Fred, fired with ambition, decided to accompany his brother.

Upon Fred's arrival in Chicago in November, 1871, he lost no time in looking for a job. He had been well-educated in Germany but his lack of knowledge of the English language proved somewhat of a handicap. His physical strength, however, enabled him to get a job in an electrotype foundry and it was no easy job.

After working for awhile, he was able to borrow enough money to enable his widowed mother, sister and other brother to come to Chicago. To save money, he walked to and from work several miles away from his home, starting work at 6:30 in the morning and staying at the plant until seven at night to clean up. It was all work and little play for the boy but he was determined to make a success. As he progressed, he decided to learn the printing business, and obtained his chance in the composing room of G. W. Zeiger. Later he worked for a German newspaper but quit this because he thought a job plant was better for his purpose. At the age of twenty-three he secured a position as foreman with a well-known printing establishment.

In 1884, Mr. Klein started in business for himself as part owner of Wehrer & Klein. Soon thereafter, the large plant of his first employer was offered for sale at auction. Mr. Klein saw his big opportunity and bought the plant, assuming large obligations. Then he bought out his partner and started the business anew under his own name. He continued to prosper, making a fine reputation for intregrity and ability to manage a growing business. Reverses came, however, in the panic of 1893, which placed him heavily in debt. His largest creditors were among those who advised him to relieve himself of the load of debt by going through bankruptcy. But he persistently refused and worked all the harder to clear his record. After a hard up-hill struggle covering a period of fifteen years, he had the satisfaction of finally paying off his last dollar of indebtedness and he has the further satisfaction of knowing that his biggest creditors became his devoted friends. This determination of Mr. Klein to pay every indebtedness to the last dollar with interest, marked him as a man of exceptional trustworthiness and honor and he has been the subject of articles in trade magazines. His subsequent career has been one of continued success.

The prosperity of Fred Klein Co., Inc., whose printing plant is located at 732 Van Buren Street, Chicago, has been materially aided during the last two decades by his son, Walter F. Klein, secretary-treasurer of the firm.

Mr. Klein owns a ranch in Southern California, is a director of the Cosmopolitan State Bank, is interested in German fraternal and social societies and is fond of golf. Among the organizations to which he belongs are the Edgewater Golf Club, the San Bernardino (Calif.) Country Club, Fidelia, the German Club, the Chicago Turngemeinde and certain trade organizations. He is a Lutheran and a Republican.

His closest companion is his devoted wife, who before their marriage on March 26, 1883, was Miss Emma Reuter, daughter of Gustav Reuter of Madison, Wis. They are looking forward to the celebration of their Golden Wedding anniversary, five years hence.

The Chicago Fire? It was a disaster but it was the means of bringing Fred Klein to this metropolis and started him on his successful and happy career.

WALTER MATTHEW HILL

An institution of which Chicago can well be proud, and a most delightful place in which to browse about, is found in the establishment of Walter M. Hill, who is a living prototype of some of those well-loved booksellers long since gone to the book lovers' paradise.

The personal heritage of Walter Hill includes Hereford ancestry combined with that of the seafarer. The first provides a deeply rooted racial culture, and his presence is therefore that of a gentleman of the Victorian era, with the eye of a seafaring man. He has the integrity of the Anglo-Saxon plus the generosity and venturesomeness of the American.

Mr. Hill was born in Bristol, October 10, 1868. He served a four years' apprenticeship with Jefferies, the bookseller, emigrated while still in his teens and entered the employ of J. W. Bouton, of New York. After some years with Estes and Lauriat in Boston, he joined the force of McClurg's retail house in Chicago and separated from this firm in 1899, opening a tiny independent establishment. The capital was $500, the stock a small collection of English literature. For twelve years Mr. Hill was supported by the sympathy of his enlightened, high-minded wife, but Mrs. Hill died in 1910. Since then her influence continues in their daughter, Miss Margaret, who was graduated from Smith College in 1924.

From the beginning, a circle of steadfast bookmen and lovers of good books surrounded the young bookseller and a strong personal element pervaded the business of buying and selling. Mr. Hill's earliest sympathy centered naturally on English literature and first editions. His catalogues reflect it and in this field his knowledge is phenomenal. He has helped to build up several very select collections both for his friends and for public libraries all over America. It is true, as he has said: "There is an instinct for books as infallible as any absolute knowledge—an instinct that creates a relation between us and our wares, or leaves us cold." This is especially true of one book which was described in one of his finest catalogues, *Early Printed Books:* the Padua edition (1472-1474) of Aristotle, printed by Canozius. This undoubtedly is the greatest book ever bought and sold by Mr. Hill, and I think he doubtless still dreams of it at times with a mild regret that it is no longer his own.

As for the man himself, while fond of proving his convictions, none is less spectacular than he. He belongs to the Cliff Dwellers and University Club, but he does not figure in conventions, nor read papers in public, nor make speeches, but between man and man he can discuss a book with the most contagious enthusiasm, and at the same time, keep himself free from all silly enthusiasm over fine and rare things. He never grabbed wildly, but if he takes a firm hold, better give way, for he will yield only when moved by sympathy.

This sympathy is a key to his position as a bookman. Few men are as thoroughly keen to the mental and emotional processes in other persons,—few as conscientiously patient. So the struggling collector is attracted to his office as readily as the wealthy customer, and each has precisely the same reason for this attraction. Each will find that whatever moves or sways Walter Hill, it is not the aspect of gain. We consider a man who manufactures an article of food or a piece of furniture, thus giving employment to thousands and satisfying a material need, as one of the makers of the city. We may also credit such a person as Walter M. Hill, who provides a haven where the few may satisfy the desires of their souls, with also having done his share in the making of Chicago. Mr. Hill's present shop is a mecca, as were his other locations, for Chicago's bibliophiles, who delight to browse about this most alluring book shop.

WALTER F. KLEIN

WALTER F. KLEIN is a native son of Chicago, having been born on the North Side March 7, 1884, the year in which his father founded the well known printing firm of Fred Klein Co., Inc., located at 732 West Van Buren street. His father, Fred Klein, came to Chicago shortly after the famous fire of 1871, and like other pioneers of that time fought his way through the difficulties of a reconstruction period and laid the substantial foundation on which the business stands today.

To his son, Walter F. Klein, he gave every educational advantage possible in that day and under the conditions available, with the object in view of training him to take a leading part in the development of the business he had established. The son completed a high school course of study in the Old English High and Manual Training School, including bookkeeping and business law. Upon completion of this course he entered the printing plant, and like the great majority of successful business men in America, began at the beginning in order to learn each successive stage of the business which was to become his life work. It is said that the only distinction made between him and the other employes was that he was privileged to hang his hat and coat in his father's office.

Not content with the knowledge gained at school, Walter Klein took up a course of night lessons at a business college and resolutely applied himself to the mastery of the printing business. Enthusiasm and energy are necessary to efficiency, and these qualifications he possessed in large measure, with the result that he rapidly acquired an intimate knowledge of the business and brought to bear in its operation both simplified and comprehensive changes which placed it on a new basis in the printing field. Much credit is due Mr. Klein for his perseverance and the untiring energy which he has expended in developing new methods and ideas for the furtherance of the firm's success.

One of the most interesting features of Walter Klein's career, to those who know him best, is the comradeship which exists and has always existed between the father and son. Not only are their business interest identical, but through the years of growth and expansion they have worked together with one accord in a harmony that has been unbroken. Gradually, as the years have passed, Mr. Klein, Sr. has leaned more and more upon the strength of his son and watched with pride his growth in the knowledge of every detail of the business and the continued proofs of his ability to handle it efficiently. His plan for system led to the adoption of innovations that have been of inestimable value to Fred Klein Company.

In an age when the younger generation is often inclined to make poor use of their time it is encouraging to find men like Walter Klein who has devoted his time to help build up a successful business.

Mr. Klein's financial interests are not confined to the printing business alone. He is interested in the Ferguson & Lange Foundry Company, one of the leading concerns in their line, of which he is vice-president. Much of the product of this concern is used by the manufacturers of machinery.

On October 19, 1907, Walter Klein married Marguerite Lange. They reside at 5401 Wayne Avenue, Chicago.

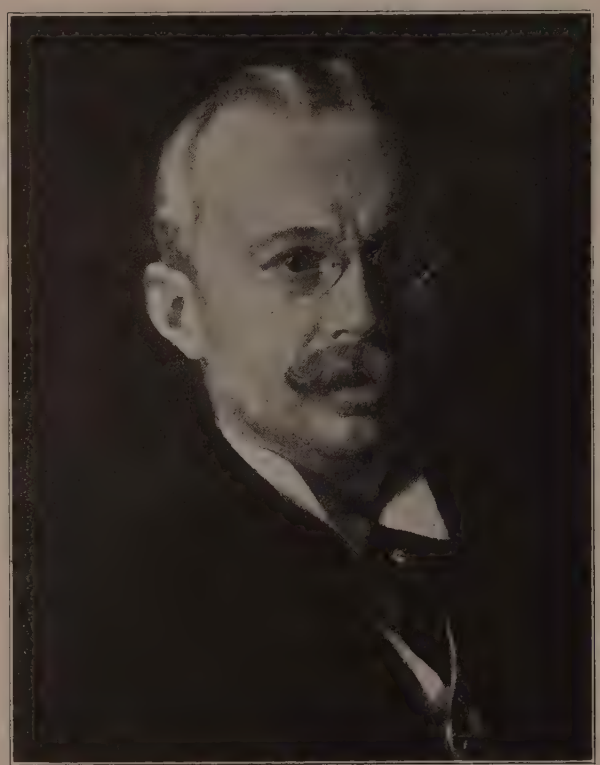
Mr. Klein is a lover of outdoor sports. Camping, fishing and duck hunting are favorite pastimes. He is also interested in golf. Among the clubs to which he belongs are the Edgewater Golf Club, the Bobolink Golf Club, and Knollwood Golf Club, the Chicago Athletic Club and the Chicago Yacht Club.

Mr. Klein is a shriner, a member of the Medinah Shrine and the Oriental Consistory.

JOHN NORMAN ANDERSON

THE old saying that "art is long but life is fleeting" has peculiar significance for families in which art has been the main interest for generations. One such family is the Andersons of Chicago.

It was in 1869 that Nels Norman Anderson came to Iowa by wagon train. He had been Attorney for the Crown in Sweden but had lost his fortune during a great panic. For a while the family lived under somewhat straitened conditions, but eventually they became large landholders. It may have been the early conditions which accounted for the resourcefulness of John Norman Anderson, who was seventeen when the family reached Iowa.



Mr. Anderson was born in Stockholm, and received his early education from Swedish tutors. As a boy he showed an inventive turn, and during his later years evolved several methods of improving photographic machinery and the manufacture of sensitized paper. Perhaps these same pioneering experiences also account for the nature-loving traits in John Norman Anderson. But he was not a sportsman, he was too anxious to preserve all the life of the woods.

In 1883 Mr. Anderson reached Chicago, bringing with him his wife, Christine Folk Wingreen. They were married in the previous year. Despite a youthful desire to practice law, he had become an architect and builder. But this occupation also, was given up soon after his arrival in Chicago, and he launched a general art business on North Clark and Erie streets. In 1895 during the depression that followed the World's Columbian Exposition he completely remodelled the old "St. Mary's Block" at the southwest corner of Madison and Wabash, then owned by Chief Justice Fuller. The business throve here, in spite of the inauspicious times, and expansions were necessary before the building was finally torn down to make way for the Heyworth Building.

The next move was to the east side of Wabash Avenue between Monroe and Adams streets. This was made in 1903, just after the only son, Carroll, had entered the business. Carroll Anderson had been fitted by careful study and preparation, and was fortunate in that both his parents were equally interested in the venture. Mrs. Anderson's knowledge and activity in the art field was appreciated by large and notable list of clients.

But the business continued to expand, and soon outgrew its new quarters. So it was again moved—this time to the north end of the Auditorium Hotel, where galleries were established at considerable expense. Mr. Anderson had some difficulty in convincing the owners that this was a practical plan, but eventually had the satisfaction of seeing things arranged according to his own design. The Galleries remained there until 1921, when they were moved to their present location at 536 South Michigan Avenue.

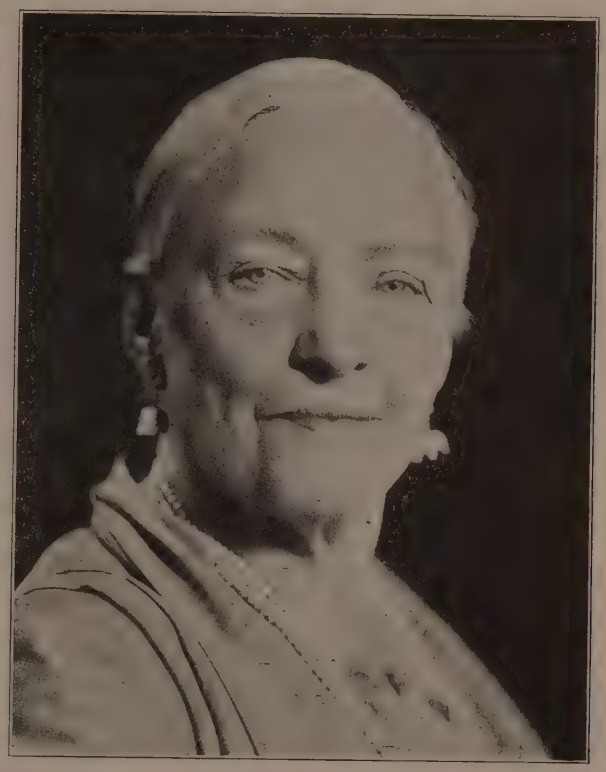
Mr. Anderson lived long enough to see his modest business grow not only in size, but in prestige, until it had become a powerful factor in the development of art interest throughout the Middle West. Art selling is far from easy, since the customers' needs must be determined with great accuracy, and the seller must be a teacher as well in many cases. But the cult of beauty is well worth while for its own sake —and there is lasting satisfaction in the thought that some treasure will be appreciated long after the sale has been forgotten.

In such spirit the Anderson Galleries were established, and now Norman Lee Anderson, the grandson, is studying at college, preparing for the time when the business shall be carried on by the third generation. Their reputation for fair dealing and the fact that everything that the Anderson Galleries stand behind is authentic, will prove a fine heritage for this young man and those who will in turn succeed him.

AMY LESLIE

AMONG the Chicago theatre-goers those who want a true guide—and a brilliant one—to the merits of the latest footlight production invariably turn to Amy Leslie's column in the Daily News. As the ancient Greeks consulted the Delphic oracle, so do the drama enthusiasts of today turn to Miss Leslie for advice, and with much more edifying results.

She was born in Burlington, Iowa, on the 11th of October, 1865, and her name was Lillie West. She is the daughter of Albert Waring West and Kate Content Webb West. Her father was a pioneer newspaper man and a banker. Among her distinguished ancestors was Captain David Webb of the colonial navy. Miss West—or Miss Leslie, as we shall call her, for she is known to her numerous intimates by her nom de plume—received her education at the St. Joseph Academy, St. Joe, Mo.; the Sisters of Sacred Heart Convent, and St. Mary's Academy, Notre Dame, Indiana. Later, Miss Leslie studied extensively abroad: in Paris, in London and other European centers, aided by private tutors. The whole fields of music, art and literature were her interests, far, far too broad for the ordinary person; but Amy Leslie is no ordinary person!



She began her professional career as a prima donna in comic opera, readily achieving widespread fame through her fascinating appearance, dulcet voice and captivating stage personality. Unlike so many other celebrities, however, Miss Leslie is not a self-centered person, but has a warm human streak in her makeup. Thus it was that, stricken with a severe personal loss, she renounced a brilliant career. Fully aware of her own remarkable capabilities she was nevertheless truer to the call of sentiment than to the lure of the spotlight; and she vowed never again to sing another note.

Casting about for new fields of endeavor, Miss Leslie was advised by her mother to capitalize on her talent for writing. Accordingly she mailed in specimens of her work to the Chicago Daily News, and was ordered by the famous "Butch" White to appear for an interview. This she did.

Then occurred one of those amazing coincidents which would leave one incredulous if he were to meet it in some work of fiction. Miss Leslie was assigned to cover the opening performance of the McCaull Opera Company, the very organization with which Miss Leslie herself had once such brilliant success as a leading lady. A miserable night it was—a thick white blanket of snow descending almost incessantly and torn asunder only by terrific bursts of a typical Chicago blizzard. Knowing every line, the most minute detail of stage business, as well as the respective capabilities of all the members of the company, Miss Leslie had an inspiration. "Why," she asked herself, "go out in this blizzard to witness for the thousandth time a performance that I already know as well as my own name?" It was sound reasoning, and she sat down to compose one of those witty criticisms which flow so readily from her pen. . . .

When she met Mr. White next day his expression was one of mingled admiration and reproof. "You are engaged, young lady," said he, "but next time please be sure to *see* the play before you write it up," The same blizzard that kept Miss Leslie at home had prevented the opening of the show!

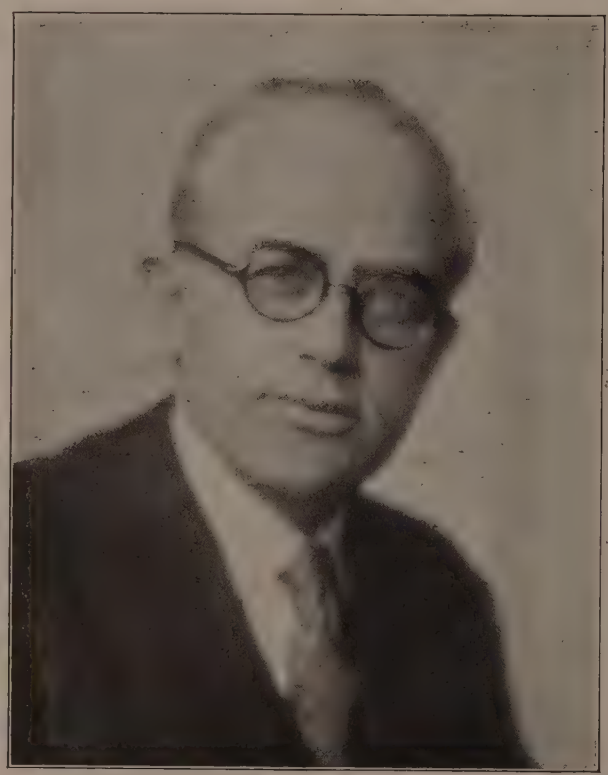
Miss Leslie is the intimate friend of all the great ones of the theatrical and literary world, and is the author of three books, "Some Players," "Amy Leslie at the Fair" and "My Philosophy of Life." She was married twice: to Harry Brown, comedian, in 1889, by whom she had one son, Francis Albert Brown, and to Frank Howard Buck in 1909.

Witty, generous, with a wealth of romantic experiences behind her, beloved by friends without number, Miss Leslie occupies a unique position in Chicago's cultural life.

OSCAR MEYER

WHEN you know that a man has made his native city the center of a new and great industry, you realize at once that he has genuine originality backed up by force and initiative. The people who realize this situation appreciate what Oscar Meyer has done for Chicago: they know that, singlehanded, he has made Chicago the syndicate advertising center of the world.

He was born in this city on January 12, 1876. After graduating from grammar school and attending business college for one year, he went to work in his father's hat store. But it was drawing, not hat-selling that was nearest his heart. His random sketches impressed friends and customers strongly, convincing them that here lay real talent.



After a year at the Art Institute, Oscar Meyer enrolled in an art school conducted by J. Francis Smith. Here it was that he met William C. Both. Keen as he was on creating illustrations himself, Mr. Meyer was far too shrewd not to appreciate that Mr. Both was the better artist of the two.

Immediately Mr. Meyer began to put two and two together; he realized the value of his friend's work, properly exploited. So it was that, when the two had saved up seventy-five dollars, they joined forces. The firm officially began to function when Mr. Meyer sold Mr. Both's first commercial drawing to The Hub for fifteen dollars.

Most of the really new ideas in the world are not the result of laborious formulas, but rather of some lightning inspiration. In this manner the idea of syndicate advertising sprang full-blown in Mr. Meyer's mind. Why not—flashed the question—sell the Hub exclusive rights for Chicago and then syndicate these drawings to clothing stores all over the country? Without delay he put the idea to work, and the internationally known Meyer-Both Company standing at the corner of 20th Street and Michigan Avenue is a splendid testimony to the worth of Mr. Meyer's great idea. Not that his path in the development of syndicate services was a bed of roses. It was only after a movement had been brought about by the efforts of such eminent men as Mark Twain, representing the publishers; Victor Herbert, representing Music; and Mr. Meyer, the syndication of advertising services, that Congress passed the much-needed "Copyright Law of 1909."

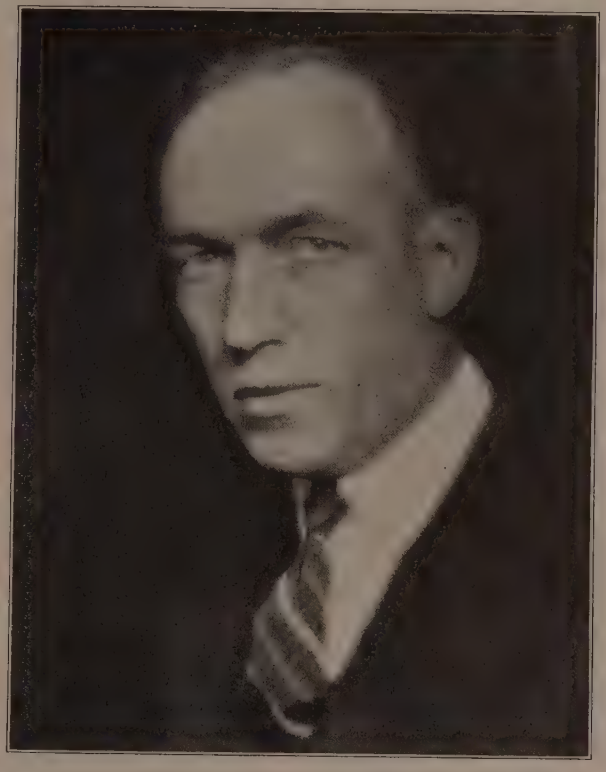
Pioneers are always followed by other concerns throughout the country adopting the same plans and methods: today the syndication of illustrations is an important factor in the business life of the nation. Like all progressive business men Mr. Meyer is always on the *qui vive* for new ideas, new methods for uplifting the standard of advertising and maintaining Chicago's position as syndicate advertising center of the world. The far-sighted vigilance which is one of Mr. Meyer's chief assets is reflected in the development of his company, largest of its kind, and publishers of twenty-two matrix services.

On July 11, 1904, Mr. Meyer was married to Miss Aimee Graumann of Louisville. They have two children, Stanton Martin and Fanny Lee. Mr. Meyer served in the Illinois National Guard from 1894 to 1897. During the World War, too, Mr. Meyer served his country in the capacity of District Chairman of the Liberty Loan Drives. He is a member of the Chicago Sinai Congregation, the Standard Club and the Northmoor Country Club. His favorite forms of recreation are riding horseback, in which he engages almost daily, and golfing. Mr. Meyer is an omnivorous reader of historical and biographical works, and is a keen student of all phases of American history. His principal form of activity, of course, is still his business which enlists all the intensive energy and attention that Mr. Meyer gives to it. Young enough to remain in the harness he is, nevertheless, easing up and initiating the younger generation, so they may carry on.

WILLIAM C. BOTH

THE distinction of standing in the very front rank in any form of endeavor is one that is given to only a select few to enjoy. It is therefore a point of particular pride to Mr. Both's great army of friends that he should be possessed of a nation-wide reputation as commercial illustrator.

Born in Chicago on February 18, 1880, the son of Frederick and Amelie Heyn Both, he secured his early education in the public schools of the city of his birth. His father was a woodcarver who also engaged in the flour and feed trade and in the beverage business. Among his ancestors were Benjamin Both, a well known dealer in blooded stock and Johann Both, a noted wit who had personal charge of the King's seaside resort in Mecklenburg-Schwerin.



His preliminary education concluded Mr. Both's first artistic instruction came from Louis Kurtz, whose father, a pioneer artist of Chicago, was associated with Kurtz and Allison Scenic studios, and lithographers long before the great Fire. He at one time accompanied Henry Wadsworth Longfellow to the scenes and haunts of Hiawatha in contemplation of illustrating this famous poem.

Following the advice of William Schmedtgen, the well known newspaper artist of that time (1897) Mr. Both entered Smith's Art Academy under the personal instruction of J. Francis Smith and in 1905 studied at Julien's Atelier in Paris under Jean Paul Laurens and later with an associate, Edward Jan Krasa.

Possessed from the very first of a strong artistic predilection he had managed to foreshadow his distinguished career by securing a job in a sign shop at $2.50 a week and later at the Franklin Engraving Company at six dollars a week.

It was while Mr. Both was employed at Smith's Art Academy that he met Oscar Meyer, a student at the same institution and a man possessed of an extraordinary business acumen. Mr. Meyer readily recognized the tremendous virility that lay in Mr. Both's artistic creations, and visualized the undoubted commercial possibilities in these masterly illustrations. Thus it was that these two young men entered into association, resolving themselves into a company once they had acquired seventy-five dollars capital.

When The Hub purchased Mr. Both's first drawing for fifteen dollars the first step in a momentous career was taken. Later on, when the Meyer-Both Company, as the organization was known, developed into the first institution to syndicate advertising illustrations Mr. Both's artistic productions became used by prominent advertising departments all over the United States. As the Meyer-Both Company's business expanded, its vice-president's illustrations became known more and more widely attaining a popularity with users of syndicate cuts that may readily be accounted for in the technical perfection and powerful execution employed by their creator. Today William C. Both is a name known and admired throughout the whole field of commercial art, not only in Chicago, nor yet in America but literally throughout the world. Originally Mr. Both's work was largely confined to men's fashion drawings, but now he specializes more in impressive and beautifully designed figures for institutional advertisements.

On June 27, 1906, Mr. Both was married to Miss Mae Pear, daughter of James and Katherine Pear. Their children are Roy William, Virginia and Barbara. Mr. Both has traveled extensively throughout Europe and his native land. In his church affiliations Mr. Both is a "free lance."

Mr. Both is a member of the Pallette and Chisel, South Shore Country, Calumet Country, Lake Shore Athletic, and Midway Athletic Club. He also holds life memberships in the Art Institute, the Loyal Order of Moose, Blackburn College, Carlinville, Illinois, and the Field Museum.

HENRY J. BOHN

THE word "hotel" calls up visions of resplendent modernity to Americans of this day—visions of elaborate but tastily decorated palaces thronged with men and women gathered not to pay court to the king and master of the palace, but to be served in their own right, with the fruit of the land, with the delicacies of every land, with the comfort-giving luxuries formerly reserved for the aristocrats. The word hotel indeed, paints a picture of one very important facet of modern America, its life and manners.

Into this brilliantly lighted, gorgeously colored picture steps a venerable figure, quiet, urbane, a bit old fashioned with its whisp of a beard. It is Henry J. Bohn, dean emeritus of American hotel men; Henry J. Bohn whose efforts, in all likelihood, have accomplished more in making the American hotel what it is, than the efforts of any other man in the world, Henry J. Bohn, who first realized what America's hosts could do for America's guests if they pooled their interests and worked together.

He was born in Cuyahoga County, Ohio, February 7, 1855, the son of Henry C. and Henriette Koetchel Bohn. He attended the public schools and Baldwin University and at eighteen was doing the heavy work on a farm.

The lure of city life, of the bustle, the noise and progress, was working in his blood and at nineteen he had come one step nearer, by leaving the farm for a saw mill. This work proved unsatisfactory and at twenty he was getting his hands black with printer's ink. He learned much in that shop but again was not satisfied and two years later went to work in a telegraph office.

The year 1876, found him in Chicago, drawn perhaps by the vigor with which that city was getting over the devastation the great fire had wrought five years before. He found a good place as foreman in a newspaper office.

In April, 1879, he felt he was ready to go into the publishing business himself. He was correct in his feeling, for he prospered and has been a publisher ever since—fifty years.

The Hotel World, a trade publication dedicated to the betterment of American hostelries and urging the co-operation of their owners with each other, had been founded in 1875. Young Bohn got hold of the magazine, made it a powerful factor for progress and has remained in charge of it. That however, is only one of many trade publications the Hotel World Interests, Inc., handles and that Bohn as president of the company, directly supervises. With Jay Bohn, he is owner of the Bohn Corporation.

For 41 years Henry J. Bohn has been a member of the board of directors of the Hotel Men's Mutual Benefit Association of the United States and Canada and he has for years been chairman of the board. He was the organizer and was secretary-treasurer of the Illinois Hotel Keepers' Association. He was an organizer and long an officer of the Trade Press Association of Chicago. He has served four years as trustee of the village of Morgan Park. He has been president of the board of commissioners of the Calumet Park district. In 1887, he organized the Hotel Men's Association of Chicago, and for years served as secretary and treasurer of that organization.

In 1891, two years before the Fair, he married Bertha Roselle Bowlby of Chicago. They have five children, Jay, Olive Ramona, Louise Mildred, Beryl Marion and Elizabeth. The family home at 10980 Prospect Avenue is a spot of true happiness.

Mr. Bohn is a republican, and an agnostic. He was a charter member and a treasurer of the Press Club, a member of the Union League and Long Beach Country Clubs and surely we may refer to Henry J. Bohn as the dean of the "Hotel" Press.

ERNEST J. KRUETGEN

SUCCESSFUL builder of business, patron of the arts, musician and ambassador extraordinary of good-will between two great nations, Ernest J. Kruetgen is a living embodiment of the fine things his race has given to Chicago, and, as city planner is applying his aesthetic broadness to the concrete development of the community.

Chairman of the committee which received the three air pilots of the "Bremen," chairman of the Citizens' Reception Committee which greeted Commander Eckener of the "Graf Zeppelin," president of the Chicago Singverein, and chairman of the German section of the coming World's Fair, he has written his name indelibly in the history of his city, and is striving toward greater things.

Ernest Kruetgen was born March 18, 1868, in Bad Oldesloe, Schleswig-Holstein, the son of Ernest and Dorothy Sass Kruetgen. As a boy he came to Chicago and attended the old Franklin school. At the age of sixteen he went to work for the Orcutt Lithographing Company and formed the ambition to succeed in the printing and engraving business. After three years of apprenticeship, he accepted a position with the Lewis and Dryden Co. in Portland, Oregon, and served as lithographic artist for seven years. He next accepted a flattering offer from the Gugler Co. of Milwaukee, at that time one of the foremost lithographic institutions of America. This again brought him close to his family and the Chicago of his youth.

Here, in 1902, he founded his own business, which, after many successful years, he eventually housed in his own plant at 917-921 North Franklin St., opening the doors of his new building in 1922.

But the element that stands out in Mr. Kruetgen's life is not his personal success, but the success in helping others to the better things of life—to music, to art, to a better city in which to live.

In 1914 he was appointed to the Board of Education by Mayor Carter Harrison and served with distinction in that capacity for five years. He is a member of the Chicago Plan Commission, striving earnestly for the City Beautiful. Four years ago he was president of the great national Saenger-Fest in the Coliseum.

He was one of the founders of the highly renowned Chicago Sing-Verein, and acted as its president for seventeen years. It was under his presidency that this chorus of three hundred voices, accompanied by the Chicago Symphony Orchestra, sang in the great Beethoven Festival. Refusing the eighteenth election as president, he was unanimously elected honorary president.

A musician himself, and a patron of the arts, he was married in 1924 to Anna Louise Lams, brilliant pianist. The Kruetgen home is a collection in itself of the fine things of art. His galleries include some of the very finest works of the masters. He recently purchased E. A. Hebert's "Christ and the Woman from Samaria," one of the gems of the Empress Eugenie collection.

Mr. Kruetgen finds time to read extensively of history, biography and poetry in both English and German.

For six terms Mr. Kruetgen was president of the Germania Club. He is a member of the Union League, the Edgewater Golf, the Steuben, the Iroquois, and the Lake Shore Athletic Clubs, of the Association of Commerce, the Chicago Historical Society, and is a life member of the Art Institute of Chicago.

From "printer's devil" to central figure and principal speaker at numerous momentous occasions. Ernest J. Kruetgen has carved his way by sheer hard work, deep understanding and good-will. He has always had a hand extended to help others succeed as he has succeeded, and has always sought to make his city prosper, to make it more beautiful, and to make its people more happy through music and the possession of works of art. Chicago may indeed be grateful for Ernest J. Kruetgen.

ISRAEL GROLLMAN

QUIETLY dynamic, serene, but commanding universal respect through the magnetism of his personality, Israel Grollman is one of those "self made" men whose success in life has bred self confidence and power, coupled with a self respect that never stoops to the sensational and invariably recoils from public glorification.

Israel Grollman is one of the "big men" of Chicago who goes quietly but forcefully about his business day by day "making" the modern Chicago by minding his own business.

Men of baser metal, having risen so high in the world as has Israel Grollman might boast a bit and point the finger of self approbation at their triumphs. Israel Grollman merely takes for granted the fact that his work has been done well and never makes a fuss about it nor allows others to.

Mr. Grollman was born in Koenigsberg, Germany, Nov. 29, 1861, the son of Simon and Leah Grollman. His father was a merchant of modest means and Israel received what education he was given at the public schools of his native land.

But his was a nature to apply itself wholeheartedly to the task of education. His quick young mind made the most of what opportunities were afforded in school days as well as in the sterner education the business world gave him as a youngster in his teens.

His first ambition was to follow his father's occupation. Something of the romance of gathering and distributing the things men need to live with must have appealed to his blood. But the world was not considerate. The first opportunity that was presented him for work had to be accepted and young Israel Grollman went to work in a piano stool factory.

The Grollmans had come to Chicago in 1878 and Israel went to work for Max Tonk of the Tonk Manufacturing company. His salary was $5.50 a week, which he remarks was high for those days and that kind of work.

His employment with the Tonk institution continued for ten years. In a year and a half his salary was increased to $1,000.00 a year and at the end of four years he was made treasurer of the company. After leaving this company he was engaged in various interests until 1907 when he became identified with the Regensteiner Color Type Company, which was organized in that year and is today known as the Regensteiner Corporation. Mr. Grollman is vice-president of this company and has been ever since its beginning.

So much of modern American civilization is dependent upon the attractively printed word, that it is fair to say Mr. Grollman as one of the heads of this great company is one of the makers of our city.

Mr. Grollman was married Jan. 10, 1886, to Sadie Myers, daughter of Samuel and Rae Myers. The Grollmans have two children, Harry S. and Mrs. Gustave D. Kahnweiler.

Mr. Grollman is Jewish in faith and a member of Bnai Brith. He is a Mason and in politics a Republican. His favorite recreation is golf. His charities, though extensive, are as quiet as his life. He is a benefactor of the United Charities, the Jewish Old Peoples' Home and the Jewish Charities.

In this era of noise and bustle of clamor for public attention, and sounding one's own praise, it is refreshing to find a man like Israel Grollman who has so to speak "pulled himself up by his own boot straps," but who never talks about it, saving his energies for the real solid work of his life. He does delight in telling of the many interesting experiences that he has met with, particularly when "on the road," going after and usually getting what he went for. To younger men, just starting their commercial careers, these tales, could they but hear them told by Mr. Grollman in his inimitable way, would be a sort of a liberal education in successful salesmanship.

THEODORE REGENSTEINER

IN THE Chicago industrial world, and in the publishing and printing world particularly, the name of Theodore Regensteiner will always be associated with the development of color printing and of the rotogravure process, for he was a pioneer in these two modern fields.

Not only did he found the first photo colortype plant in the United States, but established the first rotogravure plant west of New York. As president of the Regensteiner corporation, colortype printers, he has built up an enormous business in a field which is becoming increasingly more valuable in opening widespread markets to producers and distributors.

Mr. Regensteiner was born in Munich, May 17, 1868. He was a son of Albert and Fannie Haimann Regensteiner, and his father was a wealthy shoe manufacturer of Munich. His education was received in the technical and high schools of his native Bavarian city.

In 1884, at the age of sixteen, he decided to follow some of the thousands of his fellow countrymen who were seeking to improve their prospects in the new world. He chose Chicago as a likely place for a young man to make his fortune, and he found his first employment, this fair-haired German lad who could speak but a few words of English, as a clerk in the Bee Hive dry goods store at the munificent salary of $3 a week.

He was not the type, however, to work long for others or to be dependent on a salary. It was his ambition to carve out his own career and to engage in business for himself.

It was something of a jump from a clerkship in a drygoods store to the presidency of an engraving plant, but this was the jump Mr. Regensteiner had taken when, a few years later, in 1890, he organized the Columbia Engraving Company and became its first president. This firm was successful from the start, and soon grew until it was one of the largest of its kind in Chicago.

Desirous of becoming a full-fledged citizen of his adopted country, he applied for naturalization papers, and, on completion of the tests, was given the privileges of citizenship in 1899. He had been married in 1892 to Anna Decker. They had one daughter, Florence (Mrs. Irving Winter).

Having launched the Columbia Engraving company, Mr. Regensteiner grew interested in color printing, an industry then in its infancy, and in founding the Photo Colortype company, he established the first plant of this kind in America. Later he organized the American Three-Color company, another pioneer in the new field.

He remained president of the two color printing concerns from 1894 to 1902, when he was made first vice-president of the American Colortype company, a New Jersey corporation, which had absorbed the American Three-Color company and other similar firms. In 1906 he resigned from this office to start the Regensteiner Colortype company, now known as the Regensteiner corporation.

Mr. Regensteiner is a director of the Transo-Envelope Company and has served as president of the Master Printers' Association of Chicago.

Despite the heavy demands on his time made by his extensive business enterprises, he has been able to enrich his life by charitable activities, civic duties, foreign travel and outdoor recreation.

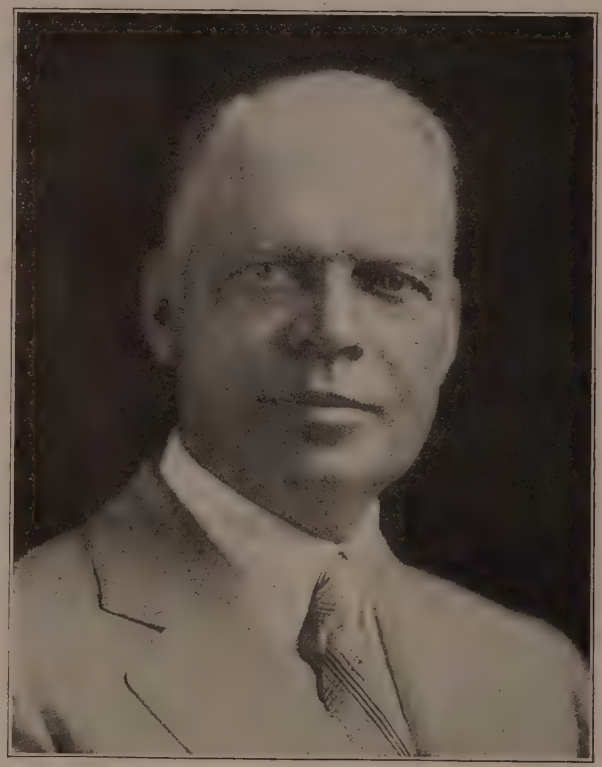
Mr. Regensteiner is rather a seasoned traveler, having made no less than six trips to Europe. His favorite recreation is golf. He has made large contributions both of time and money to the Associated Jewish Charities, and has been a director of the Jewish Peoples Institute since the days when this organization was known as the Chicago Hebrew Institute.

Mr. Regensteiner is a member of the Standard, Hamilton and Press clubs and the Ravisloe Country club.

FRANK OSGOOD BUTLER

THE son of a line that had been eminent in commercial life for four generations, Frank Butler, conceived in youth an ambition to carry on to even greater heights the family tradition and despite the disaster of the great fire which wiped out the Butler fortune he has most spendidly realized his ambition.

Frank Osgood Butler was born in Chicago April 22, 1861, the son of Julius Wales Butler and Julia Anna Osgood Butler. This was one of the most distinguished families in American history, Lieut. William Butler of Essex County being one of the most illustrious of his forefathers. William and Richard Butler were the founders of the colony of Connecticut.



The family had been engaged in the paper industry, both manufacturing and merchandising for four generations, when Frank was born, but the war records of America reveal an aristocracy of bravery as high as the family's commercial standing.

Frank was educated in the public schools of Chicago but was robbed of college by the great fire which swept, along with hundreds of other fortunes, the Butler family holdings into ashes and smoke. Early in life Frank determined however, that that tragedy should not mar the family record and now as president of the J. W. Butler company he is certainly entitled to look back with pride upon the work of his lifetime. Mr. Butler's first position in commercial life was with that company and he has remained there striving with every ounce of his powerful nature to make it the preeminent institution in Chicago commercial life that it is.

Mr. Butler married on June 10, 1885, Miss Fannie Maud Bremaker, daughter of Charles E. and Mary Bremaker. The Butlers have two sons, Paul and Julius W. Butler, who are ready now to carry on the family traditions of such long standing through another generation.

Mr. Butler has one dominating hobby and recreation that he follows each year. It is travelling. Nearly every year the Butlers spend much time in Europe. They have traveled much elsewhere, particularly in South American countries. Mr. Butler is a devoted reader of books on travel too, although his taste for literature is general.

Ranch industries come in for a part of his spare time and he is a golfer and horse back rider, loving the outdoors, as every traveler does.

A protestant in religious faith and a Republican in politics Mr. Butler is a man who never seeks the public eye though many a good cause in Chicago has been helped generously by his patronage. His donations to the Red Cross, Salvation Army, Y. M. C. A., Rescue homes and religious educational institutions have been extensive but never given publicity.

Mr. Butler is a member of the Chicago Society of Colonial Wars, the Everglades Club of Palm Beach, the Union League club of Chicago, the Hinsdale Golf club, the Oakbrook Polo club of Hinsdale, Hot Springs Country club of Hot Springs, South Dakota, and the Hot Springs Polo and Amusement company.

Though the great fire that demolished Chicago has been much talked of and written about, it is probable few realize just how stunning a blow it was to Chicago at the time, and just how much courage it demanded on the part of the men who rebuilt the city to "carry on" back to "normalcy".

Certain it is that the men who performed the rehabilitation such as Frank O. Butler will take no credit upon themselves for their deeds. They saw only one path open and they consider it nothing out of the ordinary that they followed the open path without hesitation. That process of rebuilding was a long one, and the men who did the work kept it up until Chicago was much more than it had been before the tragedy. Frank Butler is truly one of the builders of Chicago.

J. FRED BUTLER

THE flame of J. Fred Butler's boyhood ambition to rise to the high position in the paper business which his ancestors had enjoyed and to recoup the family fortune lost in the great fire never lessened through the years of hard work which have made up his life. The years merely hardened the boyish dreams into real determination. The result was a brilliant success.

J. Fred Butler was born in Chicago July 20, 1866. He is the son of Julius Wales Butler and Julia Anna Osgood Butler. His family was one of the most distinguished and successful in the city. Lieut. William Butler of Ipswich, Mass., had engraved the Butler name in glowing letters on early American records. William and Richard Butler were the founders of Connecticut and the Butler name has appeared heroically in the war records of the country. For four generations the Butlers had been prominently successful in paper manufacture and merchandising.

But the great fire of 1871 wrought havoc with the holdings and wealth of J. Fred Butler's parents. That stern New England tenacity however that had already caused the family to rise to prominence did not desert it now. The young Butlers determined to make good the family name and to win back position and fortune. They did.

Mr. Butler was educated in the public schools of Chicago and attended Morgan Park Military Academy. As a youngster he went to work with the J. W. Butler Paper Company at $5 a week. His promotion to a clerkship in the fine stationery department was the first step in a career that took him through the entire business and fitted him preeminently to take a leading role in guiding the destinies of the organization in later years.

Space does not permit a detailed account of the long journey through the hardships of business learning and the development of the novice into the executive. Mr. Butler is now vice-president of the J. W. Butler Paper Company vice-president of the Standard Paper Company of Milwaukee, and president of the Missouri-Interstate Paper Company of Kansas City. This is enough to indicate the successful theme of his life story.

Mr. Butler was married April 17, 1890, to Lilly Jane Taggart, daughter of John D. and Mary Ann Russell Taggart. They have one daughter, Florence Elizabeth, now Mrs. Don B. Kilbourne.

Mr. Butler is a man of hearty outdoor sports. Golf, agriculture and ranch life are his greatest recreations. He is a reader of Chas. Dickens and a devout admirer of Abraham Lincoln.

He is affiliated with the Congregational church, a Republican in politics and a quiet but generous philanthropist, contributing substantially to the Y. M. C. A., the Y. W. C. A., the Salvation Army, Northwestern University and the Chicago Home for Convalescent Women and Children.

Mr. Butler is a member of the Oak Park country, South Shore country, Chicago Athletic, Union League, and Oakbrook Polo Clubs.

A career such as his needs no amplification to portray its romantic success.

In the life and development of the J. W. Butler Paper Company he has been a moving spirit and his energy and business ability have contributed largely to the promotion of its phenomenal growth, until today it is one of the most widely known firms in its particular fields and stands as a monument to his indefatigable energy and high ideals.

Mr. Butler has his own distinct place among the men who represent Big Business in Chicago. His career is an interesting one, not only because he typifies the man of premeditated accomplishment, but because of the fact that he exemplifies the value of that concentrated, painstaking effort that begins at the beginning and works steadily toward a specific goal. His work alone is a fitting testimonial to the character and worth of J. Fred Butler.

PAUL FERDINAND MUELLER

PAUL FERDINAND MUELLER, newspaper publisher, reaches probably more Americans through the use of the German language than any other man in the world. He has guided his paper, the Abendpost, with a steady hand through the stormy days after August, 1914, has remained loyal to his country in times when the struggle was hard, and has emerged one of the greatest German Americans of his age. The newspaper, through his guidance, has a place among America's foreign language newspapers, that is the envy of all others. Its presses roar each day, printing the news for hundreds of thousands of readers. Its rank is with the great English language dailies of Chicago.

Paul F. Mueller, newspaper man, was born in Crimmitschau, Saxony, Germany, July 7, 1857, the son of Hellmuth and Augusta Leonhardt Mueller. He received his early education including high school training in his native land and completed his class room work at Cooper Institute New York City after he had come to America.

He crossed the Atlantic from his native land in 1871, the year of Chicago's great fire and seven years later became a naturalized citizen of the United States. He began his business career as an errand boy in an importing house. Later he became a salesman and while still selling goods took up the profession that was to lead him to the top. He wrote a few stories for both German and American publications in his spare time. They met with such success that he gave up his commercial work entirely and became a free lance writer.

His first work was published in weekly and daily newspapers and finally in 1891 he joined the staff of the Philadelphia Gazette as a regular writer.

The year of the World's Columbian Exposition in Chicago was a great year for many newspaper men, but to none did it open up a greater opportunity than to Paul Mueller. He came as correspondent of eastern newspapers to write of the happenings in the White City, of its splendor and the great displays there assembled. His work was so brilliant, Chicago made such a deep impression on him, that his articles attracted nation wide attention. He had developed a love for Chicago in his first days here, which has grown deeper each succeeding year. He has made it his home ever since the fair.

The city was grateful. His articles won as much attention here as they did in the East and in 1894 he become editorial writer and managing editor of the Abendpost.

He continued in that capacity until the dark year of 1914. He is now president of the Abendpost company and editor-in-chief of the Abendpost and Sonntagpost.

His record as war time publisher is one of a man of sterling integrity, of adherence to high ideals and of fearlessness. During the first years of the war he was loyal to his German heritage, holding that Germany was right in the war, that the allies were making unrighteous charges.

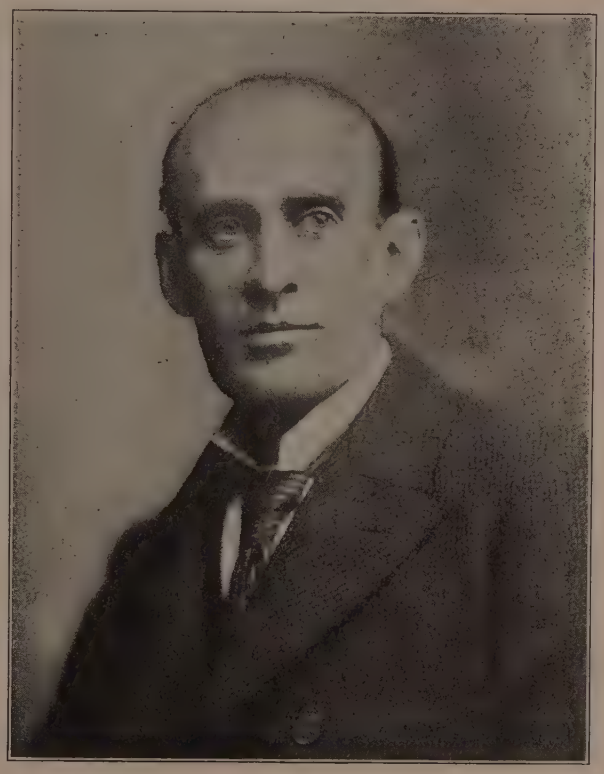
But when the ghastly chain of circumstances that drew the United States into the conflict began to unwind, he was unwavering in his loyalty to the United States. The federal government gave the Abendpost and its editor a clean bill of health and a high recommendation for its loyalty through the war years.

Mr. Mueller was married March 26, 1896, to Mrs. Julia M. Weifenbach Locke of Hamburg, Germany, in Chicago. He has one son, Paul Hellmuth, who will be his successor, and three step-children, Emma, who is Mrs. E. A. Julius; William B. Locke and Bertha, who is Mrs. Matenaers.

Mr. Mueller is a member of the Illinois and Chicago Historical Societies, a life member of the Art Institute, the Verein Deutsche Presse, the La Salle, Germania and National Press Club of Washington, D. C. He belongs to the Evangelical Lutheran Church. Travel and horticulture on his Alabama orchard are his diversions.

EUGENE FIELD

A MASTER of the crackling epigram and the tender lyric, a man whose versatile pen could run the gamut of literary virtuosity from brilliant and sophisticated aphorisms worthy of the talent of a Voltaire to the human and lovable poetry which will leave his name forever endeared to admirers of noble verse, particularly to the children for whom this whimsical poet composed so many delightful verses. Chicago takes pride—just pride—in the fact that for a number of years he conducted a newspaper column in this city, a column which for sheer brilliant wit has been matched by few and surpassed by none.



It was that memorable column which he called "Sharps and Flats," unforgettable to the older generation of Chicagoans, which made Eugene Field's reputation here; and all accounts agree in praising this "colyum" as one of the outstanding features of Chicago journalistic endeavor.

Eugene Field was born in St. Louis, Mo., on September 2, 1850. When he was yet very young, his mother died, and he was reared by a relative who resided in Amherst, Mass. A part of his literary training he received in the Bay State at Manson and Williamstown, completing his studies at the University of Missouri, in his native state.

When he reached his majority, Field came into possession of a fortune of considerable magnitude, which he was not backward in spending. During the years 1872 and 1873 he made an extended tour throughout Europe. In 1873, at the age of twenty-three, he accepted a position as reported for the St. Louis *Evening Journal*, thus beginning a literary career of such distinction as not many folk attain to.

Advancement was rapid, the same year witnessing his promotion to the desk of city editor. In May, 1875, he transferred to the St. Joseph (Mo.) *Gazette*, again in the capacity of city editor. Returning to St. Louis after an interval of a year and a half he resumed his association with the *Evening Journal*, now become the *Times-Journal* by virtue of consolidating with the *Times*. Then from 1880 to 1882 Mr. Field was city editor of the Kansas City *Times*. From this newspaper he went to the Denver *Tribune* in the capacity of managing editor, establishing a reputation as a journalist of considerable ability and originality.

It was in 1883 that Eugene Field came to Chicago, accepting a berth with the *Daily News* as special writer. And here it was that he initiated that famous column "Sharps and Flats," which furnished so many gay moments to the Chicago newspaper public. For he combined to an extraordinary degree those qualities of pleasing sentiment, pungent wit and brilliant expression which are so essential to columnists of this nature.

In addition to his journalistic proclivities, Mr. Field established a really great name as a poet. Indeed, elsewhere in America it is for his poetic activities rather than his newspaper work that he will be remembered by posterity. Who does not know that sweet and tender bit of verse entitled *"Little Boy Blue"*—of the child who kissed the little toy dog and toy soldier goodnight, bidding them remain until he call them, and of the fidelity of the toys left behind by the little boy called by the angels who

" . . . Wonder as waiting the long years through
In the dust of that little chair.
What has become of our Little Boy Blue,
Since he kissed them and put them there."

Mr. Field also translated some of Horace's Odes with considerable success. His books are *A Little Book of Western Verse* (1889), *With Trumpet and Drum* (1892), *A Second Book of Verse* (1893), and, collaborating with Roswell M. Field, his brother, *Echoes From a Sabine Farm* (1893).

On October 16, 1873, Mr. Field was married to Miss Julia S. Comstock of St. Joseph, Mo. In 1895 he died in Chicago, bequeathing to this city a standard of poetic and journalistic excellence which may well inspire his successors.

HENRY WADE ROGERS, LL.D.

THE sterling character, the tremendous energy and the devotion to duty carried Henry Wade Rogers high and far on the trail he followed to the heights of attainment. Before he was forty years of age he had so mastered the profession of law, and had made such a name for himself as a clear thinker, an able executive and a man of most attractive personality, that he was chosen president of a university with an enrollment of two thousand five hundred students.

This splendid man and valuable citizen of Chicago was born in 1853 in the state of New York. He secured an excellent education, first in the schools of his home town, followed by a year at Hamilton College.

Then he came west and began special study for the career he had chosen for himself in the law. He entered the law school of the University of Michigan, and was graduated in the year 1874, with the degree of Master of Arts.

His first work after graduation was almost like a continuation of college studies so far as it enabled him to advance in knowledge of his profession, for he entered the law office of Chief Justice Thomas M. Cooley of the Supreme Court of the State of Michigan. There he engaged in general practice of the law, enjoying the benefit of close association with Judge Cooley and learning theory and practice as if he were still a student.

His reputation for learning grew and grew, and soon attracted the attention of the trustees of the University of Michigan. So it came about that only three years after he had been graduated, he was appointed professor of law in that institution. He was then only a boy in the eyes of the trustees, but they had the greatest confidence that he would honor them and the university.

They were not disappointed. The new law professor proved to have a remarkable knowledge of the underlying principles of the law as well as a faculty of imparting not only his knowledge but a zeal for it, to the students under him. His management of the law school was a revelation to his superiors.

It was certain that he would not long remain in a subordinate position. So it was, in 1885, when he was only thirty-two years of age, he was chosen to succeed Judge Cooley as dean of the law school. It was an enormous task to place on the shoulders of one so young, but he assumed it without flinching, and bore it with dignity and acquitted himself with high honors.

One accomplishment alone would justify his choice: he not only set a higher standard of excellence for the students, but built up the Law School of the University of Michigan until it was the largest institution of its kind in the United States. He gave to the college of his vast energy, his administrative ability and his genius for imparting not only knowledge but a zeal for knowledge. At the same time he found opportunity to write many articles for publication, and to carry on the work of associate editor of the American Law Register of Philadelphia. He was editor of "Illinois Citations," and he was chosen of all the lawyers in the land to write the introduction to the chapter on Constitutional History, published in the magazine "American Law."

Five years he served as dean at Ann Arbor, building up the law school in quality as in size, and adding to his reputation as an authority on law. Then came the inevitable result—he was beckoned to a position of still higher honor and opportunity—the presidency of a large university.

The school which recognized his ability and placed him at its head was Northwestern University, at Evanston, the northern suburb of Chicago, with a student body of twenty-five hundred.

And through the years he held the presidency of that great school he confirmed the judgment of the trustees by making it a bigger and better institution than he found it. Dr. Rogers died Aug. 16, 1926.

EMIL FRIEND

TO CHICAGOANS following the financial news during and immediately following the world war, from bank president to tape-watcher, few writers on current economic subjects were better known than Emil Friend, financial editor of the Chicago Herald and Examiner, who rather modestly concealed his identity behind the nom de plume "Boersianer."

Mr. Friend was more than a reporter. His keen and lucid analyses of business conditions stamped him as one of America's foremost economists and students. Always conservative, always basing his deductions on a thorough understanding of basic financial and industrial principles, his word was accepted on La Salle street as authoritative and final.

Mr. Friend came to the Herald and Examiner well qualified for the commanding position he was to hold. Like many another illustrious member of the Fourth Estate, he had been graduated into the newspaper business from the telegrapher's desk.

His first employment in Chicago was as a telegraph operator for B. F. Sunny. Later he became chief telegrapher in Mr. Sunny's office.

Possibly it was his contact with Will Payne, author and journalist, that induced him to find wider scope for his talents in the newspaper field, and he was inoculated with his first drop of printer's ink as a reporter on the Chicago Daily News.

It was not in the stars, however, that Mr. Friend should remain long in a reportorial capacity. He was a diligent and studious reader. Carlyle and Macaulay were his favorite essayists; his favorite novelists, William Dean Howells, Balzac and Anatole France.

His tastes were catholic; his was a well-rounded culture. He perfected his style by a study of the Victorian poets, Shelly, Keats, Wordsworth and Tennyson, and he was an admirer, too, of Poe and Heine. His interests directed toward the drama, he found inspiration in the works of George Bernard Shaw and Oscar Wilde.

It was perhaps only natural that his next step should lead him to the dramatic desk of the Daily News, a portfolio which he filled with distinction.

Mr. Friend was born in Prague, Austria, August 25, 1863, the son of Adolph and Katherine Brandeis Friend. His father was a soldier in the Austrian army. He was tutored in a convent school in Vienna until he reached the age of fourteen years, when he decided to seek his fortune in America.

On January 9, 1899 Mr. Friend was married to Frieda Meyer, the daughter of Martin and Esther Abrahamson Meyer, and two children, Raymond James and Esther Katherine Friend were born of this union.

He found his greatest relaxations in music, literature, nature study and travel. Music he regarded as the most essential of the arts, with drama perhaps a close second.

Mr. Friend also found delight in foreign travel, his excursions taking him to Austria, France, England and Ireland.

With this background it is not surprising that he was recognized as one of the ablest and most finished writers on his favorite subject—economics,—even though his copy was of necessity hastily prepared.

He was universally admired and trusted in Wall and La Salle streets, and numbered among his intimate friends such influential men as Charles Gates Dawes, J. Ogden Armour, Levy Mayer, John J. Mitchell, Roger Sullivan, Arthur Brisbane and William Randolph Hearst.

He was a member of the Press Club of Chicago and of the Hinsdale club. Mr. Friend died at the height of his career and literally in harness, the end coming October 2, 1921.

LEANDER HAMILTON MCCORMICK

LEANDER HAMILTON MCCORMICK, inventor, traveller, collector, and author has carried on the work of his father, and has broadened his sphere to include the cosmopolitan tastes of the gentleman of fortune and wide interests. He has acquired first-hand knowledge of most places on the globe, has studied and contributed to the new mechanical means by which man is making his mastery over nature more complete each year, and has delved deeply into the world of art. In Leander Hamilton McCormick one finds the intensive culture of a family whose means have been established by a previous generation—that unique combination of vigor, lack of fear of new ideas and fine æsthetic taste, that is the highest product of American civilization.

Leander Hamilton McCormick was born in Chicago, May 27, 1859, when the harvesting machine enterprise of his father, Leander James McCormick and uncles was still in its infancy. His mother was Henrietta Hamilton McCormick.

The family traditions of the McCormicks include every period of American history. Robert Hall McCormick of Rockbridge County, Virginia, and the many ancestors who served in the Revolutionary War and the Civil War have earned the McCormick name a permanent place in the annals of the country aside from that high position won by the inventors of and makers of the McCormick harvester. Leander Hamilton McCormick's three sons carried on the tradition by extensive war work abroad in the time of the world war.

Leander Hamilton McCormick received his education at Hellmuth College, London, Ontario; Phillips Academy, Andover, Massachusetts. Cambridge, Massachusetts and eventually at Amherst College, where he received his collegiate degree. He subsequently studied law at Columbia Law School, later giving some time to architecture.

But the years away from home could not eradicate the deep impression the early days of the McCormick Harvester Company had made on the tablets of his boyhood mind. Those days are an integral part of the romance of America, of the development of the mechanical age. What boy could be so close to them as was Leander Hamilton McCormick and escape? Invention was the keynote of his boyish ambitions and invention has remained the major note in the many themed symphony of his later life.

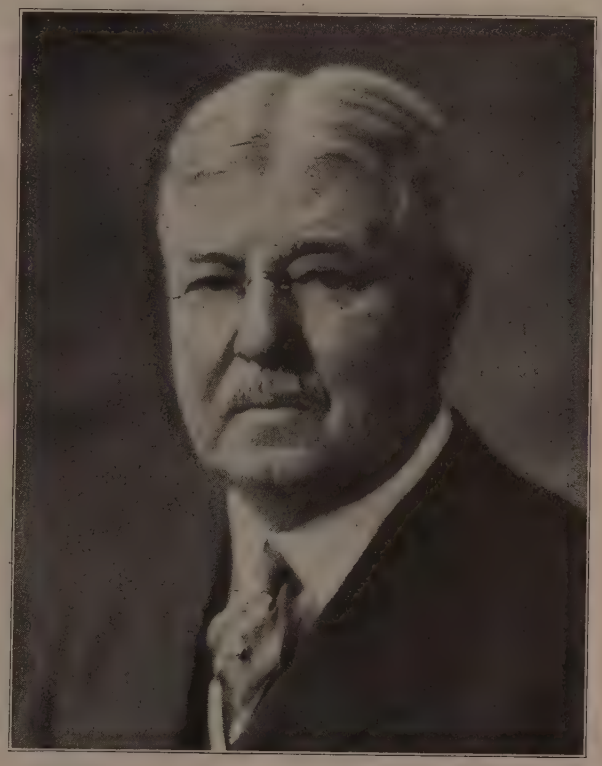
So since his earliest years of consciousness, few hours have been happier for Leander Hamilton McCormick than those in which he tinkered with machines or wrestled with some new problem of mechanics upon which depended some new departure. He has invented many valuable contrivances, some of which he has patented. One of his most absorbing fields was aerial navigation and several years before the Wright brothers made their epoch marking experiments on the sand dunes of a deserted portion of the Atlantic coast, Mr. McCormick had developed a glider not unlike the one they finally evolved. He however never applied the use of a motor, using his device purely as a glider. Mr. McCormick has written extensively. He is the author of "Characterology," which has passed through several editions. An unwearying reader, he finds his greatest pleasure among scientific books, but has found time to become a sculptor of marked achievement

Mr. McCormick was married February 5, 1887, to Constance Plummer, daughter of Edward and Ann Plummer. The McCormicks have three sons, Leander James, Edward Hamilton, and Allister Hamilton McCormick.

Mr. McCormick is a member of Theta Beta Phi fraternity, the Royal Automobile club of London, and the Chicago, Racquet, Saddle and Cycle, and Casino clubs of Chicago. He is a Republican in political beliefs, following closely public affairs of the nation.

FRANK GRANGER LOGAN

ONE hears of men who toss pennies out of an elevated window to the urchins in the street below; and this sort of a man is sometimes termed philanthropist. How much more dignified, intelligent, and beneficent is that type of altruism which does not express itself by carelessly throwing money away but by carefully considered donations and foundations, studied for months in advance and made with a sympathy that is tempered by level-headed reasoning of the seasoned business man.



Such a philanthropist is Frank Granger Logan, whose generosity has enriched, not only individuals, but an entire nation. He was born in Cayuga County, New York on October 7, 1851, the son of Simeon Ford Logan and Phoebe (Hazen) Logan, and is descended from John Logan who came in 1717 to Washington, Conn., from Scottland. He was educated in the Ithaca (New York) Academy, and received the degree of Doctor of Laws from Beloit College in 1922.

Entering the banking and brokerage field, Mr. Logan succeeded in making an enviable name for himself. As founder of F. G. Logan & Company, the firm established in 1877, he became one of the leading figures in his line. Just previous to the Chicago Fire, Mr. Logan had settled in Chicago, in the business of dry goods merchant for four years with Field, Leiter and Company. In 1901 Mr. Logan retired, after having achieved a most noteworthy success. The present firm of Logan and Bryan is the successor of this firm.

That building to which Chicago points with such justifiable pride, the Art Institute, is served by Mr. Logan in the capacity of trustee and vice-president, an office in which he wields marked influence in molding the aesthetic destinies of his adopted city. Having his office in the Institute itself he maintains a paternal eye over activities. His personal art collection is notable. He is a founder of the American College of Surgeons; he also established a Research Fund in Pathology, Surgery, and Experimental Medicine at the University of Chicago. As donor of the Logan Prize Fund at the Art Institute he has done much to further interest in the graphic arts. He it was, too, who established the chair of Anthropology and Evolution at Beloit College, of which institution he is trustee, and established the Logan Archæological Museum, which through its explorations in Africa and the cave regions of France has brought back a paleolithic collection of Archæology said to be the first in America. In recognition of this work the French Government bestowed upon him the distinguished insignia of the "Palms."

One of the builders of Orchestra Hall, he is also a liberal patron of the Chicago Civic Opera Company and of the Civic Music Association.

A true American, Mr. Logan several years ago enriched the Historical Society by the gift of his famous collection of mementos of Abraham Lincoln and also of John Brown.

He was chairman and warm supporter of the non-partisan Tariff Bill and the Smith-Lever Agricultural Act, serving as chairman of the commission that achieved this. Mr. Logan is also a member of the Municipal Art League, trustee of the Ferguson Monument Fund, director of the Association of Arts and Industries, and Painters and Sculptors Gallery Association Trustee (New York); of the Grand Central Galleries and Honorary Trustee of the Chicago Galleries Association; American Federation of Arts, Chicago Historical, Archæological, and Geographical Societies, Chicago Zoological Society, Academy of Science and Museums of Natural History (Chicago and New York); and the following clubs: Union League, City, Cliff Dwellers, Onwentsia, South Shore Country, and Shore Acres.

Mrs. Logan was Miss Josephine Hancock. They have five children: Rhea (Mrs. Charles A. Munroe) Stuart, Howard, Spencer and Waldo.

EDWARD BURGESS BUTLER

EDWARD B. BUTLER was born in Lewiston, Maine, on December 16, 1853, the son of Manley O. and Elizabeth Howe Butler. After being graduated from the Bunker Hill Grammar School, he had a year at high school, which he left at the age of sixteen. His first job was that of delivery boy in his father's grocery,—work he attended to before and after school hours. Soon after leaving school, however, he became a traveling salesman for a firm that handled jewelry, hair goods and kindred lines.

On February 1, 1877, he went to Boston where, with his brother George H. Butler, the firm of Butler Brothers was founded. A year later another brother, Charles H., was taken into the business, and from this modest start in a little room 16x40, Mr. Butler saw the house of Butler Brothers grow to the largest wholesale business in the world.

It was in 1879 that Edward Butler came to Chicago for the opening of the Chicago Store of Butler Brothers, and it was but a very few years before his outstanding ability and his public spirit made him a factor in the growth and development of his adopted city.

Mr. Butler's most valuable contribution to Chicago's civic betterment is the outer park system, a feature of the Chicago Plan, now being built from Lincoln Park to Jackson Park. This development was first of all made possible by the work that Mr. Butler did single handed in laboring with the legislators at Springfield to put through legislation making it possible for the people of Chicago to reclaim the Lake Front for their own. After this legislation had been secured, it remained for Mr. Butler to arbitrate the interests of all opposing factions. The development of this outer park system will ultimately give to Chicago the most beautiful water front in the world.

After the accomplishment of this great task, Charles D. Norton, who, like Mr. Butler, was one of the foremost promoters of the Chicago Plan, wrote as follows: "Dear Butler: When you walk down Michigan Avenue and see the Lake Front development, you can swell out your chest and say, 'I did it.'"

In addition to his civic activities, Mr. Butler had many interests along philanthropic lines, but the charity that lay nearest his heart was the Glenwood Manual Training School with its constant enrollment of three hundred and twenty-five dependent and underprivileged boys. For thirty-two years he served as president of this great boys' school, and left upon nine thousand dependent boys of this community the mark and influence of his great and beautiful character.

But business and philanthropy were not enough for this many-sided man, for at the age of fifty-three, he took up landscape painting in order to more fully give expression to his love of the beautiful. At the time of his death in 1928, examples of his work were to be found in many private and public collections throughout the country.

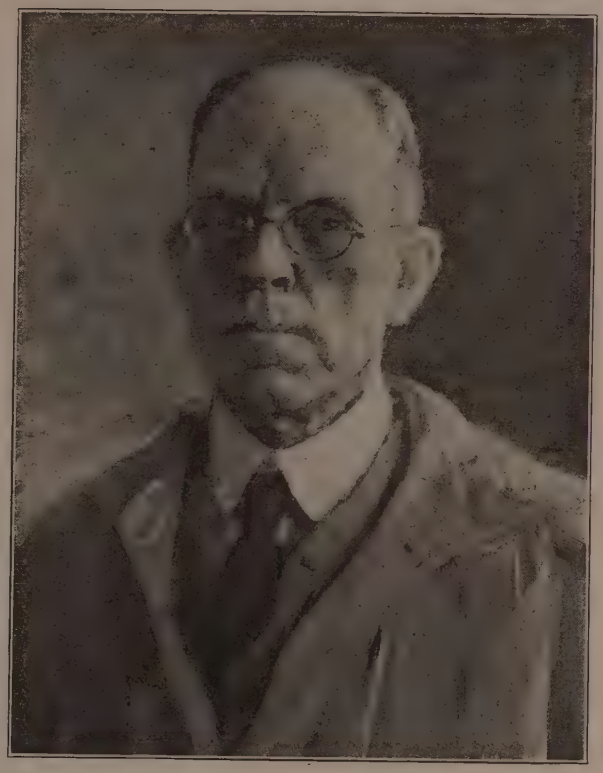
Due to Mr. Butler's example a number of other business men were encouraged to try their hand at painting. This group became the Business Men's Art Club. One close to Mr. Butler for many years wrote fittingly of him at the time of his death: "One of the axioms of his life was that happiness is a by-product which comes from making others happy. Truly he gave of himself and of his means, feeling it not only a duty but a privilege to be of help to his fellow man."

Endowed by nature with a robust figure, commanding in appearance, he combined in his remarkably beautiful personality the virility and strength of the most rugged type with a ready sympathy, and an inborn gentleness, that made him the ideal of young and old alike. Mr. Butler was representative of that rare race of men in whom greatness is simplicity, sympathy, modesty and almost superhuman ability.

WALLACE L. DEWOLF

PHILOSOPHERS say that the golden age of culture follows in any great community, a generation after the hardy pioneers who build up wealth and empire. Wallace Leroy DeWolf has been a leader among the husbandmen of culture in Chicago as his father, Calvin DeWolf, was a leader among the founders of the city.

He knows and loves Chicago as few men do and he has enriched the city for ages to come by his princely gifts of art.



Born in Chicago February 24, 1854, the son of Calvin and Frances Kimball DeWolf, Wallace attended the old Dearborn and the Chicago West Side High Schools, spurred on in his studies by the example of his forefathers and what he must do to keep up the traditions of the DeWolf name. Balthazar DeWolf, founder of the American branch of the family, had settled in Lyme, Connecticut, in 1660, and established a line that has been distinguished throughout. At the Chicago High School Wallace made friends with many whose names now are prominent in the city's annals. He was a classmate of Charles L. Hutchinson and a friend of Clarence Buckingham, both of whom, like himself, later did much to beautify the city and both of whom with him were trustees of the Art Institute. From high school young DeWolf went to the Union College of Law to acquire the knowledge with which to carry out his youthful ambition of a career before the Illinois bar.

Ready to begin life in earnest he studied law with Lyman and Jackson and Daniel L. Shorey. He progressed there but his vision broadened to other fields and he became absorbed in the world of real estate and finance. He is president of DeWolf-Barker Realty Company, the successor to his original firm of W. L. DeWolf and Co. and was from 1900 to 1907 president of the Kellogg Switchboard and Supply Company.

But business never has occupied Wallace DeWolf's entire attention. A studious reader through life, he has devoted much of his time to perusing books of travel, the writings of authorities on finance, art and history. In later life he has travelled much in Europe, Africa, Alaska, Canada, Mexico and every part of the United States, gathering penetrating impressions of the lands and peoples encountered, and adding to his famous collections of etchings. He circled the globe in 1910 and 1911. In 1912 he took up landscape painting specializing in Western subjects especially the Desert and Mountains of the South-West. He is represented in the Art Institute of Chicago, the Boston Museum, the Springfield Art Association, the National Library at Washington and many other galleries and private collections.

He is also an ardent devotee of sports: Hunting, tennis and golf before the years piled up too high on him; had as much place in his sun as his collections of Zorn and Seymour Haden.

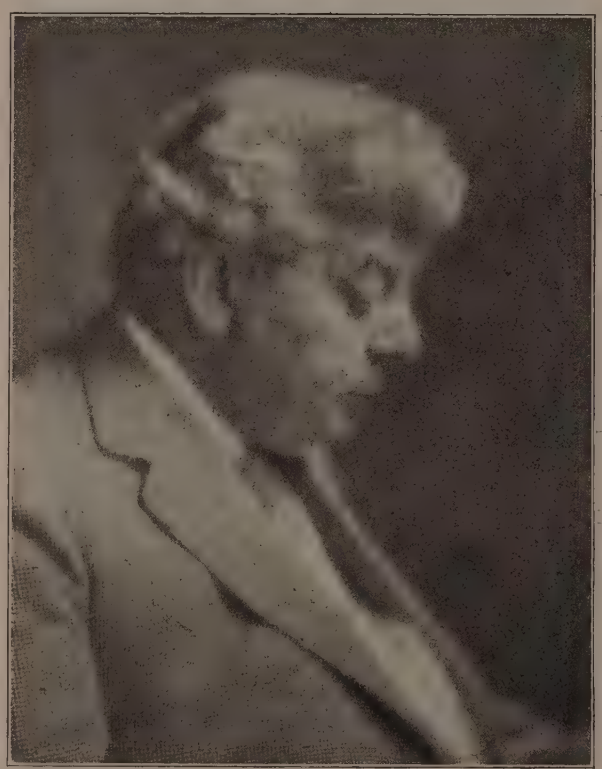
On October 20, 1900, Mr. DeWolf married Mary Ridgely Rea, a daughter of John Huntington and Julia Ridgely Rea.

Mr. DeWolf is a member of the Union League, Cliff Dwellers, Chicago Society of Artists and the Arts club of this city, as well as the Annandale Golf Club, the Chicago Galleries Association, the Society of Artists, the California Art Club and the California Society of Etchers.

He is the donor of the Seymour-Haden etching collection and the founder of the DeWolf-Deering collection at the Art Institute. He has also given etchings to the Boston Museum, the Pasadena Art Institute and the Los Angeles Museum. He is a life member and trustee of the Art Institute of Chicago, vice president and trustee of the Pasadena Art Institute, and founder and chairman of the Print Department of the Los Angeles Museum. He is also an honorary member for life of the Painters and Sculptors Club of Chicago.

ALBERT LOUIS ROULLIER

AS AN Apostle of the Beautiful, an unerring judge of the superlative in art, Albert Roullier has done much for the aesthetic side of Chicago. His printrooms have long been known—internationally—as a place where "the stranger is always welcomed with a feeling that it is a privilege to open the gates of friendship with the great masters of the age of Durer, Rembrandt, the golden age of portraiture, the latter days of Whistler and Pennell and the rise of worthy painter-etchers of the twentieth century." And Mr. Roullier himself was known as an authority, a connoisseur of fine prints, one of the distinguished collectors of his time.



He was born in Paris, home of so much that is superb among the Beaux Arts, on March 21, 1858, the son of Alexandre and Josephine (Pinard) Roullier. His education was all obtained at the Jesuit College, Evron, France, where he excelled in mathematics, drawing and music. At that time it was his ambition to be a virtuoso of the opera.

In 1876 Mr. Roullier, then in the employ of Frederick Keppel of New York, paid his first business visit to Chicago, inaugurating that memorable series of annual Print Exhibitions that even the elder dilletantes remember so well. His show rooms at that period were most often in the basement of the bookstore known as Jensen & McClurg and in the Palmer House. With Keppel he remained for eighteen years, his first and only employment. Then he definitely established his own galleries—and his lasting position in the annals of artistic Chicago as most discerning of critics, most hospitable of print sellers. Albert Roullier knew etchings and engravings as a chemist knows test-tubes, as a bishop knows the Bible. But his interests lay in other fields too; music and literature always had their fascination for him. And as first master of St. Cecilia Lodge (Daylight Lodge), as well as member of St. Cecilia Commandery, Knights Templar, St. Cecilia Chapter, R. A. M., the Oriental Consistory and the Shrine, he achieved considerable prominence in Masonic Circles. He was also a member of the Chicago Athletic Club, the Chicago Historical Society, Caxton Club and South Shore Country Club; and an adherent of the Republican Party.

In 1880 Mr. Roullier became a naturalized American citizen, securing his final papers on September 24th. In this year, too, he was married to Miss Adele Ratti, daughter of Antoine and Flavie (Chavantray) Ratti. Subsequently he was married again—to Miss Ella May Iott. Mr. Roullier had two daughters Alice and Adele. With the former Mr. Roullier was traveling in Germany in 1914 when the World War broke out. Arriving home in the autumn Mr. Roullier began active efforts in behalf of the war-zone sufferers. Ill health necessitated a conservation of his energies; and so his daughter Alice, steeped in the lore of the art world by heredity and environment, carried on the business of the Galleries.

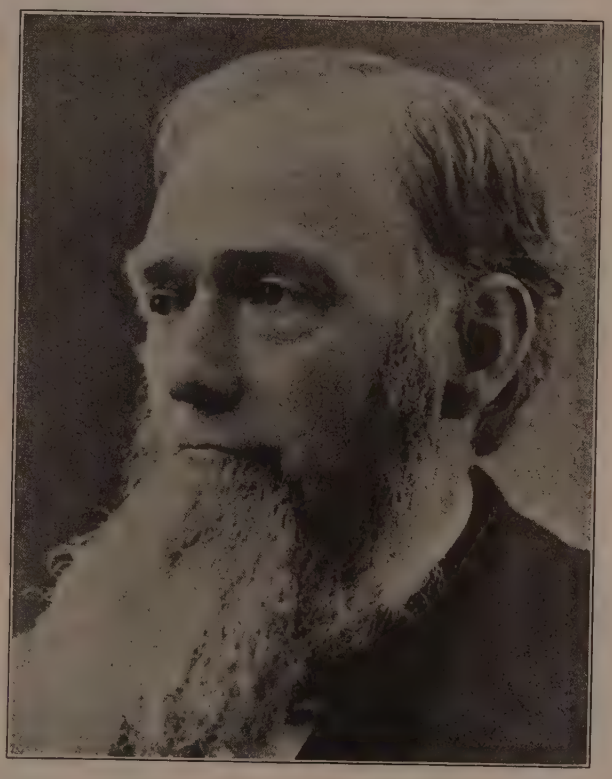
Through Mr. Roullier's annual trips abroad and his policy of throwing his splendid exhibitions open to the public without charge, Chicago aesthetes have enjoyed a magnificent opportunity to enrich their appreciation for fine prints. Legion are the fine Chicago homes whose tasteful etchings and handsome engravings came from the prolific galleries of Albert Roullier. His service to the Art World has been a matter for international recognition; during the World War, when the decorations that were given were monopolized by military notables, the French government, through the recommendation of M. Barthelemy, recognized his service to the Artistic Ideal; the Ministere des Beaux Arts named him officiere de l'instruction publique and gave him the official decoration.

Mr. Roullier died, just two days before his sixty-second birthday, leaving behind him a record of devotion to cultural and social ideals that his adopted city can never forget.

SALMON M. CASE

PERHAPS no family which came to Chicago in the early days of this city brought more of the typical culture of New England than did Salmon Mamre Case, one of the substantial commercial men in the quarter of a century immediately preceding the Great Fire of 1871.

The Case family tree reads like a page from some registry of Old England itself—as indeed it largely is. Among the families whose blood flowed in the veins of Salmon M. Case were the Spencers, the Holcombes, the Enos, the Tullers, the Pettibones, the Brewsters, the Humphreys. One of his ancestors was Deacon Samuel Chapin of Simsbury, Connecticut. Another was Thomas Welles, governor of Connecticut.



Mr. Case was born on November 19, 1823, at West Simsbury, Connecticut. His father, Mamre Case, was a landed proprietor and farmer. His mother was Abi Tuller of a well-known family. The house where he was born, Case's Farms, was built by his grandfather, Elijah Tuller, in 1788, and is still standing and occupied by one of Mr. Case's nephews.

Mr. Case traced his descent from John Case, Gentleman, who came from England to America some time prior to 1639, and settled in Connecticut. He became a member of the Colony of Windsor, and for many years represented Simsbury at the general sessions of the court. John Case was one of the founders of that famous military organization, The Ancient and Honorable Artillery of Boston. Many of his descendants, the direct ancestors of Salmon Case, were officers in the Colonial Wars and the American Revolution.

Salmon Case was educated in the Simsbury schools and at the Academy of Westfield, Connecticut, where for a time after his graduation he was a teacher. But he was more attracted to a commercial career. His elder brother, Watson Elijah Case, was one of the large importers of silks in New York City. There Mr. Case became associated with his brother in business, and received the training which was to make him one of Chicago's successful men in later years.

About 1853, Mr. Case left his brother's firm and came to Chicago to enter business for himself. At first, he established a wholesale dry goods business, turning later to wholesale groceries, with a location on South Water Street. Out of this business which he built up, younger members of his firm began other grocery houses, such as William M. Hoyt and Company, and Scherer and Watrous Company. Mr. Case continued as the head of the firm he had founded until it was burned out in the Great Fire.

Mr. Case married, on October 6, 1854, Miss Frances Maria Smith, daughter of Lewis Duckworth Smith and Maria Millman Smith. Their children were Ella Frances (Mrs. George W. Taylor); Ida Mary, John Edward; Marie Louise (Mrs. Hugo Olaf von Hofsten); and Francis M. Case.

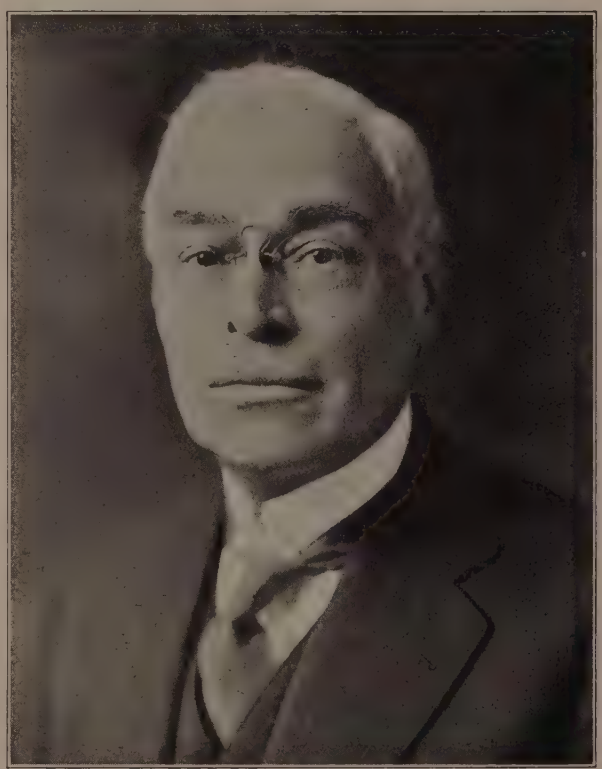
Mr. Case speedily became known as one of the prominent young business men of the city, and his personal friends were the leaders of financial, industrial, and commercial life. Mr. Case was one of those to see the merit of Mr. Pullman's plan to run sleeping cars on the railroads, and was one of the early stockholders of the Pullman Company. He was also interested in the Peoples Gas Company and Chicago City Railways.

About 1860 Mr. Case built a brick home on Wabash Avenue near Twenty-second Street. Later he bought a house at 2011 Indiana Avenue which he occupied until the time of his death on November, 9, 1885.

In politics Mr. Case was a stanch Republican. He and his wife were members of the old Calvary Church, Wabash Avenue and Van Buren Street, at the time of the union with the First Presbyterian church where they were devoted members.

WALLACE RICE

MANY years a writer in Chicago, Wallace Rice was born November 10, 1859, of American parents living temporarily in Hamilton, Ontario. His father, John A. Rice, was of old Massachusetts, his mother, Margaret Van Slycke (Culver) of old Connecticut stock. The family came to Chicago in July, 1861, John A. Rice becoming head clerk in the new Sherman House, and to be identified with Chicago hotels until the year of his death, in 1888.



Wallace was educated at the grammar school of Racine College, 1867-1875, at the English and Classical School in West Newton, Massachusetts, 1878-1879, and in Harvard College, class of 1883; in 1927 he received an honorary M. A. from Lake Forest College. He wrote and read the ode for the fiftieth anniversary of Racine College in 1902 and for Lake Forest College in 1927, having frequently spoken there. He lectured on literature at the University of the South, 1912, 1915, and on linguistics at the University of Wisconsin, 1927, and is one of the Humanities Committee of the University of Chicago. Admitted to the bar in 1884, he practiced law until February, 1890, when he became a reporter on the Herald. He has been on the staff of the Globe, Evening Mail, Times, Inter-Ocean, Times-Herald, Record-Herald, Chronicle, Daily News, American, Examiner, Journal, Evening Post, and Tribune. In 1896 he became principal critic of the Chap-Book, and has been literary or dramatic critic for many newspapers and magazines, and literary adviser for several Chicago publishers.

His first books were published in 1898, "Under the Stars," with Barrett Eastman, and "The Flying Sands." Many followed: in 1899, "The Poems of Rudyard Kipling" and "The Poems of Francis Brooks;" in 1901, "Animals" and "The Basia of Joannes Secundus;" in 1902, "Ballads of Valor and Victory," with Clinton Scollard; in 1905, "The Athlete's Garland." In 1909 began the long list of books compiled with his sister, Frances Viola Rice, since September, 1911, with the Chicago public library, including "The Wealth of Friendship," "The Humbler Poets: Second Series," and scores besides. Wallace Rice's verses appear in "The American Anthology," "Poems of American History," "The Home Book of Verse," "The Oxford Book of American Verse," and hundreds of other collections. Continuing, his "Pagan Pictures" was published in 1927, "A Bible for Skeptics," with Clarence Darrow, in 1929, and other works in prose and verse soon to appear.

In 1916, with the late Kenneth Sawyer Goodman, Mr. Rice wrote the Indiana Centennial pageant given at Fort Wayne. He was engaged for similar work by the Illinois Centennial Commission, and during the year 1918, his masques, pageants and little plays were given throughout the state. He also wrote the masque given at Santa Barbara, California, in 1920, "The Chicago Festival Play," and the semi-centennial pageant for Birmingham, Alabama, in 1921, and many more. Several of his plays have been given professional production.

Wallace Rice is a member of the Illinois State Historical Society, and a corresponding member of the Chicago Historical Society, and wrote a history of the Chicago Stock Exchange, 1923, 1928; of the People's Gas Light and Coke Company, and the Palmer House, 1925. He designed the Chicago municipal flag, adopted April, 1917, the Illinois Centennial Banner, 1918, and other flags.

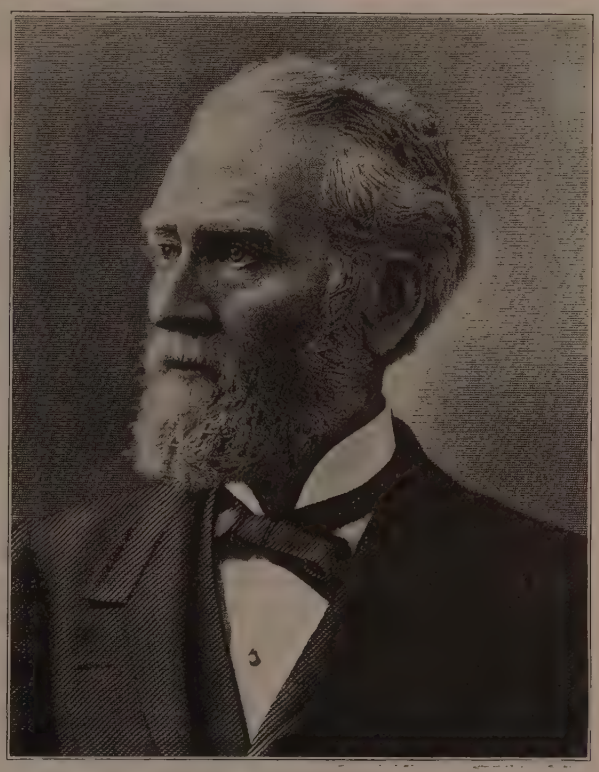
Mr. Rice was a director of the Whitechapel Club, an original member of the Cliff Dwellers (resigned 1928), of the Society of Midland Authors, the Stage Guild, the Playwrights Theatre, and is an honorary member of The Tavern.

Of Wallace Rice it may truly be said, "He is one of the few examples of that almost extinct type, 'the great old-time newspaper man' who still remains on the job."

JOSEPH MEDILL

AT THE Republican state convention in Bloomington in 1856, a lanky, awkward figure occupied the platform, but such was the impression on the audience of the speaker's inspired words that men and women wept and even the newspaper men were affected.

In the press box, reporting the proceedings, was Joseph Medill who represented the Chicago Tribune, but he, too, trained journalist as he was, became so absorbed in the magnetic oratory as Abraham Lincoln made his "lost speech" that he forgot to take it down.



For all that, Mr. Medill left an indelible stamp on American journalism, and will be remembered as one of the exponents of that now-vanished personal school which included Dana, Greely, Watterson and others. His influence, especially on the Chicago Tribune, has proved lasting.

Joseph Medill's life was a record of achievement and service. He was one of the organizers of the Republican party and the first president of the Union League of America.

As editor of the Chicago Tribune in the civil war days, he was one of the staunchest supporters of Lincoln and the Union. His suggestion that the soldiers in the field be given an opportunity to vote in 1864 was adopted and the soldiers' vote taken, with the result that Lincoln was continued in office and success for the Union cause was made possible.

As mayor of Chicago in the days immediately following the great fire of 1871, he aided materially in restoring order and reshaping municipal affairs.

He took a conspicuous part in the constitutional convention of 1869, and in 1871 served as a member of the civil service commission. He was a member of the first directorate of the World's Columbian exposition, but discouraged the idea of prolonging the great fair beyond its appointed time.

Mr. Medill also was one of the founders of that international news-gathering machine, the Associated Press.

Remotely of French-Hugenot descent, he was born of Scotch-Irish parents, William and Margaret Medill, near St. John, New Brunswick, April 6, 1823. His father was a farmer on the St. Johns river, and there the family remained until 1832, when they removed to Massilon, Ohio, taking the boy with them.

Joseph is said to have shown his thirst for knowledge at an early age by walking nine miles every Saturday to study Latin and philosophy with a clergyman in Canton, Ohio. He completed his education at the village academy, was graduated in 1843, and coming of age the following year, cast his first vote for Henry Clay.

For several years he practiced law at New Philadelphia, but his inclinations tended toward journalism, and in 1849 he began the publication of the Coshocton Republican. In 1851 he sold this property and started the Daily Forest City at Cleveland, supporting General Scott in the presidential campaign of the following year. The defeat of the Whig candidate convinced Mr. Medill that the time had come for the organization of a new political party with the anti-slavery issue as the main plank in its platform. This movement soon got under way, and in 1854, the Republican party was triumphantly launched in Cleveland.

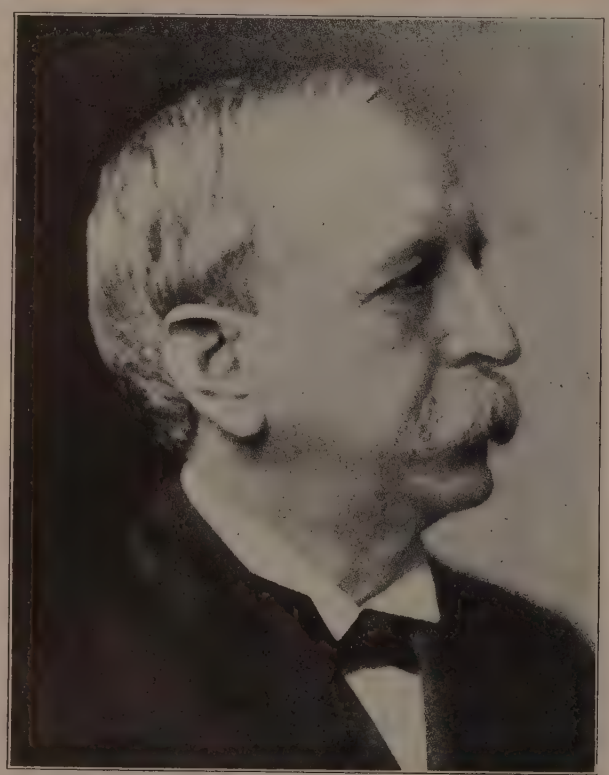
About this time Mr. Medill sold his Cleveland newspaper, which through a merger, had become known as the Leader, and, coming to Chicago, bought an interest in the Tribune, assumed the editorial and business management and made the venture a success from the start.

He reported the convention at the Wigwam which nominated Lincoln for the presidency, then spent months in Washington preaching Lincoln to the congressmen.

Under his direction, the Tribune became the leading Republican newspaper of the West and the Medill tradition still persists.

WILLIAM PENN NIXON

THE name Inter Ocean calls up many a vivid recollection to present day Chicagoans and not the least vivid is that of the stalwart William Penn Nixon, who lifted the paper in its infancy out of a financial morass, assumed complete control of it later and made it one of the great powers for uprightness in the Chicago of his day. Nixon was a Quaker and though his paper was vital and unrelenting in its battles, the spirit of friendship pervaded it through Nixon's editorial years.



Mr. Nixon came to Chicago well prepared for the battles ahead of him. Born in Fountain City, Wayne County, Indiana, March 19, 1833, the son of Samuel and Mrs. Rhoda Hubbard Butler Nixon, he had been reared in strict compliance with the teachings of the Society of Friends. Burnsby, Nixon, his grandfather, had been a famous Quaker preacher. His mother had a strain of Indian blood and the quiet determination to cling to the right of the Quaker and the dogged ability to stand hardship and win through evidenced by the Cherokees were combined in young Nixon. After completing his preliminary education in private academies, William Nixon taught school in Cincinnati for two years, saving enough money to see him through Farmer's College, Ohio, from which he was graduated in 1854. Four years later he won his LL. B. from the University of Pennsylvania, and was ready to begin life as an attorney in Cincinnati. His practice was successful from the beginning, and from 1865 to 1868 he served in the Ohio Legislature.

His interest in politics had been aroused never again to lie dormant until he had finished his active career. A brother had started the Cincinnati Chronicle and he was glad of a berth on the staff, at first as commercial editor. His ability was soon recognized and he became manager and publisher, acquiring an interest in the finance of the paper, which he sold when the publication was merged with the Times in 1871. In the meantime he had invested in and become president of the Cincinnati Mutual Life Insurance Company. In 1875 that company was consolidated with the Union Life Insurance Company of Cincinnati and three years later he came to Chicago, having already demonstrated his ability in the world of affairs and having gained a sound knowledge of business.

Here he found the Inter-Ocean, which J. Y. Scammon had founded but a short time before, in serious financial difficulties. Undismayed by the prospect of hard work he undertook the duties of business manager. Several years later the Inter-Ocean was reorganized and he and his brother bought the controlling interest. During the whole of the following period he was the directing genius of the paper and its every column expressed his personality. Vigorous, yet fair; colorful, yet accurate; it was one of the best examples of journalism in the Middle West. Through his efforts as editor-in-chief, general manager and publisher, William Penn Nixon won for himself a lasting place in the journalistic hall of fame. He was president of the Associated Press for several years.

In 1897 he sold his interest in the paper but continued as publisher for a number of years.

In September, 1861, Mr. Nixon married Mary Stites of Cincinnati. She died a year later, and on June 15, 1869, he married Elizabeth, daughter of Charles Duffield, of Chicago. They had three children, Mary Stites, Bertha Duffield and William Penn, Jr.

He was a Lincoln Park Commissioner in 1896 and president in 1897 and 1898. He was delegate-at-large to the National Republican Convention in 1896. He was appointed collector of the port of Chicago in 1897 and reappointed in 1901.

He was a member of the Union League, Marquette and old Press Clubs, he was a director of the Humane Society and a leading light of the Ohio Club.

RICHARD ROBERT DONNELLEY

WHEN young Richard Donnelley of Hamilton, Ontario, read in his history book about the origin of the United States, he formed a youthful but lasting ambition to cross the border and become a citizen of the new country. In later life he achieved that ambition and the United States and Chicago are richer in accomplishment, art and tradition because he did.

Donnelley was born in Hamilton, November 15, 1838. John Donnelley, his father, and Jane Elliott, his pious mother, instructed him well in family tradition, particularly about Sir John Elliott, his distinguished ancestor. The family had originally been English, but during the Cromwellian wars had been sent to North Ireland. Some of the later members had distinguished themselves as officers in the British army in India service.

Donnelley's father, an accountant, sent him to the public schools of Hamilton and it was there that he encountered the romance of early America. So deep was the impression that he never got over the urge to come to the United States and become a citizen until he had satisfied it many years later.

Richard Donnelley became an expert printer by working up from the bottom. He had acquired the true artisan's love for the best work done in his trade and none but the best would do for him. He developed an interest in artistic printing, a rarity in those busy days of war and reconstruction when he reached Chicago to become a member of the firm of Church, Goodman & Donnelley.

The Lakeside Press and the firm of R. R. Donnelley & Sons were the outcome of that determination.

Many a Chicago bibliographer will show for generations to come the work of R. R. Donnelley in artistic printing and binding. It was a new aspiration in those practical days of Chicago's history and art lovers of the next generation were duly grateful. Fine work was at once a profession and a hobby with Richard Donnelley.

Donnelley's interest in books, however, was not confined to the nature of the type and the care with which it had been cast and set. He was an ardent reader and did much to make reading of the English classics popular in the city of his adoption.

Donnelley was married November 14, 1863, to Naomi A. Shenstone, daughter of Thomas S. Shenstone and Mary Lazenby Shenstone. Chicago was the birthplace of their four children, Reuben Hamilton, Thomas Elliott, Benjamin Shenstone and Naomi.

Donnelley had so thoroughly learned his trade, had so completely applied himself to its practices and had dealt so conscientiously with the work in hand that his name grew to wide fame and, as the word of his prowess spread, and mechanical revolutions changed the course of the printing business, his plants grew to greater and greater size. The roar of his presses could be heard day and night. Eventually, in a city famous for the volume and the quality of its printing—in a city which has become the greatest printer in the country—the Donnelley presses became famous.

The sons grew up and entered with young vigor into the business, and into the life of the community. Richard Donnelley, who had dreamed of coming to America—the land of liberty—took his privileges and obligations here seriously.

Instead of becoming disillusioned, as some would have, at some civic and governmental conditions he found prevalent, he went to work and did what he could to make them better. He was one of the organizers of the Municipal Voters' League, which has maintained a non-partisan eye on the affairs in the city hall, has striven to elect the best men regardless of political creeds or alliances.

Mr. Donnelley was prominent in the Methodist Episcopal Church. His clubs were the Union League and Midlothian Golf Clubs. He died April 8, 1899.

HERMAN HENRY KOHLSAAT

LINKED with the traditions of Charles A. Dana, Horace Greeley and "Marse" Watterson, representatives of the old-time personal journalism, was Herman H. Kohlsaat, a gentleman of the old school, and one of Chicago's most distinguished editor-publishers.

Mr. Kohlsaat, who was destined to be a counselor of presidents, began his newspaper career as a carrier for the Chicago Tribune. For more than twenty years he played a leading role in civic affairs and national politics as the editor and publisher at different times of the Inter Ocean, the Times-Herald, the Record-Herald and the Post.

An intimate friend and confidante of Presidents McKinley, Roosevelt, Taft and Harding, Mr. Kohlsaat was privileged to stand behind the scenes during many a dramatic national crisis.

A close friend and adviser of Mark Hannah, maker of presidents, he was the author of the famous gold plank incorporated in the Republican platform of 1896. Mr. Kohlsaat was a delegate to the convention of that year.

He played a prominent part in the United States Senate investigations that resulted in the expulsion from the Senate of William Lorimer of Illinois. It was Mr. Kohlsaat who furnished information that brought Lorimer before the Senate the second time, after he had been vindicated in the first hearing.

Mr. Kohlsaat was born in Albion, Edwards county, Ohio, March 22, 1853, and died, October 17, 1924, at the home of Secretary Hoover in Washington.

While he was still in his childhood, his parents moved from Ohio to Galena, Ill. A magnificent statue of General Grant, the gift of Mr. Kohlsaat to the city of Galena, was an appreciation of happy boyhood memories.

Coming to Chicago at the age of fourteen, Mr. Kohlsaat began his business life as a newspaper carrier. Later he became a salesman for a wholesale bakery, then entered the catering business and gradually built up an impressive chain of lunch counters and bakeries.

In 1893 he disposed of these interests and purchased from William Penn Nixon a half interest in the Inter Ocean, of which newspaper he became business manager. In 1895, on the death of James W. Scott, he purchased the Times-Herald and the Post (founded by Mr. Scott) and edited both these newspapers until 1901 when he took over Victor F. Lawson's Record and consolidated it with the Times-Herald under the title of the Record-Herald. At the same time he sold the Post to John C. Shaffer.

He guided the destinies of the Record-Herald until 1902, when he disposed of the property and devoted himself to his real estate interests which had been accumulating.

Eight years later he again gained possession of the Record-Herald, which he directed until 1912, when he bought the Inter Ocean from George Wheeler Hinman.

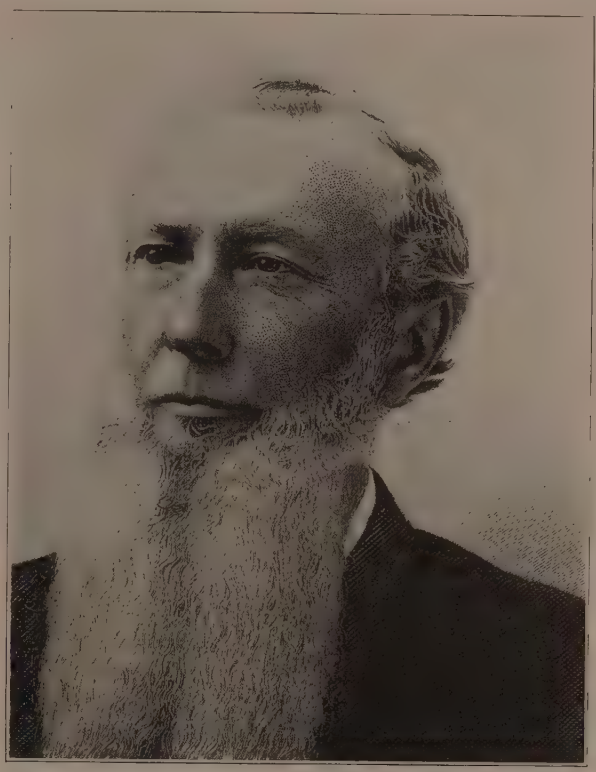
The cut-throat competition among the four morning newspapers made hard going for the Inter Ocean, and Mr. Kohlsaat, though often in straits as how to meet his pay-roll, was too much of a gentleman to employ sluggers to put the "I. O." on the news stands. For some reason or other, the State street merchants refused to advertise with him, his circulation dwindled, Mr. Hinman walked in and foreclosed the mortgage, and to the dirge of a little German band in the alley, the old Inter Ocean went to press for the last time and passed out of existence.

Mr. Kohlsaat was married in 1880 to Mabel E. Blake of Chicago, and was survived by two daughters, Mrs. Roger Shepard of St. Paul and Mrs. Potter Palmer of Chicago. His recollections of political life behind the scenes, "From McKinley to Harding" were published in the Saturday Evening Post in 1922.

RICHARD M. HOOLEY

COLLECTORS of old theater programs still cherish the faded bills of Hooley's Parlor House of Comedy, whereon appear the names of such stars as Modjeska, Barrett, Booth, Jefferson and McCullough. Those were the days of stock companies and traveling stars; of "Uncle Tom's Cabin;" "East Lynne" and "The Two Orphans."

Chicago had its last glimpse of Hooley's theater when its crumbling facade, hidden when the house was remodeled as Powers' theater, was revealed for a day or two at the time the building was razed to make way for the new addition of the Hotel Sherman.



But Hooley's and its creator, Richard M. Hooley, are by no means forgotten, and must be given due recognition in any historical account of the stage as Chicago knew it in the 70's and 80's.

So closely identified with the social life of the city was Hooley's in its day that it would be difficult to convince an early resident that this institution, together with Wood's museum, Crosby's Opera House and the Adelphi were not still playing to standing room only.

Mr. Hooley was intended by his father to ornament the medical profession, but the showman instinct within him prevailed, and he chose rather the world of make-believe as his metier.

Minstrelsy, now a forgotten form of art, was in its heyday when Mr. Hooley, coming to America in 1844, joined forces with E. P. Christy, originator of the famous Christy minstrels. And it was as head of his own minstrel show, which actually took London by storm, played Scotland and Ireland, Paris and Brussels, that Mr. Hooley first gained recognition in the show world.

Mr. Hooley was an Irishman by birth, the son of James Hooley, a well-to-do tradesman of the parish of Ballina, county Mayo, where Richard was born April 13, 1822. His parents moving to Manchester, England, the lad was put to school, and when sufficiently advanced, entered at Hyde academy.

His father wished to prepare him for the study of medicine, but Richard had heard the call of the theater, and at the age of eighteen, entered the "profession" as a violinist in a playhouse orchestra. Within a few years he had earned enough money to enable him to make a visit to America.

Arriving in New York, he found the prospect so inviting that he associated himself with Mr. Christy as director of the orchestra, and toured the country with the black-face troupe. Successful seasons with his own minstrel company followed.

In 1855 Mr. Hooley went to San Francisco where he became manager of Maguire's Opera House, introducing to California audiences such celebrities as Mr. and Mrs. James Wallack, Mr. and Mrs. John Wood and many others. And there, in 1856, he married Miss Rosina Cramer of New York.

A year or two later he returned East, and after many ups and downs caused by the war, he opened the first permanent theater in Brooklyn, N. Y.

In 1869 he came to Chicago, where he was to be identified with public amusements until the day of his death which occurred in 1893.

Obtaining Bryan's hall on the present site of the Grand Opera House, he made extensive alterations, reopening it as Hooley's Opera House. This theater with all its stage accessories and properties, was destroyed in the great fire.

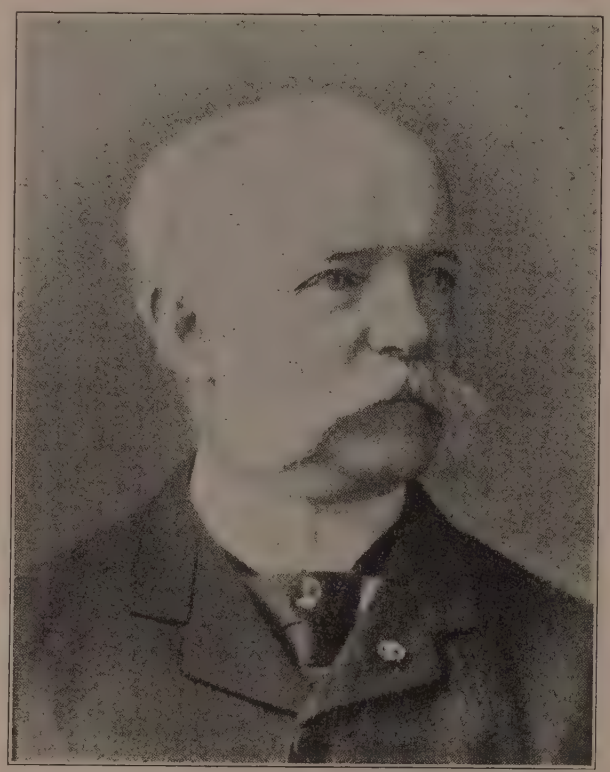
But in 1872, a new site was secured and Hooley's Parlor House of Comedy, the second theater to be built after the fire, was opened with the Kiralfy company in the Black Crook.

Mr. Hooley assembled the best stock company that had ever been seen in the West, and contracted for the appearance of the most celebrated stars, for many years giving Chicago the very best in entertainment. His sprightly figure as he received his guests nightly in the lobby—his flowing beard and charming smile—are memories cherished even today by playgoers of an older generation.

ALEXANDER C. McCLURG

"If McClurg's did not have it then it was useless trying to get it anywhere," was a fact long accepted by the book-hunters of Chicago. And this great firm of A. C. McClurg & Co. was the result of the combined intelligence and ambition of a boy who first started in business in Chicago as a junior clerk in the book store of S. C. Griggs & Co.

Alexander C. McClurg was the grandson of a pioneer who came to our country in 1798 haling from Caleraine, County of Londonderry, Ireland, and the son of Alexander and Sarah Trevor McClurg, the latter of whom was born near Chester, England. His family early located in Pittsburgh in which place his father was the first one to build an iron foundry. Born in the year 1832 in Philadelphia where his parents lived for a short time, Alexander passed most of his boyhood days in Pittburgh where he received his earlier education. His college education he obtained at Miami University at Oxford, Ohio. After his graduation he returned home and took up the study of law under the Honorable Walter H. Lowrie, chief justice of Pennsylvania but his health broke under his strenuous study necessitating his giving up this profession. Thus it was that in 1859 he came to Chicago and started in as we have before mentioned.



He strove so diligently in the firm of S. C. Griggs & Co. that when the war broke out in 1861 he had already been noted for the excellence of his work. Mr. McClurg, however, being a staunch patriot, enlisted in a company under Captain L. P. Bradley. It was found that the company was not needed and he returned to the book-store, where, with the firm conviction that he would yet be called, he studied well the tactics of war. He was right in his belief and entered the "Crosby Guards" which he had helped to raise, as a private in August 1862. His military record was one of noteworthy achievement and the honors eventually bestowed upon him were all conferred, in the absence of, rather than because of any seeking on his part. He in fact once declined the urgent invitation which General Sheridan extended to him to take a position on his staff. But sacrificing this brilliant opportunity for what he felt was his duty he remained with General Baird. His war record may be read upon the sword given him at the end when he was made a general in recognition of his outstanding services. Upon it are the names of the battles in which he participated with honor: Perryville, Stone River, Liberty Gap, Chickamauga, Chattanooga, Missionary Ridge, Ringgold, Resaca, Adairsville, Big Shanty, New Hope Church, Kenesaw Mountain, Peach Tree Creek, Atlanta, Jonesboro, The March to the Sea, Savannah, Averysboro, and Bentonville.

In spite of the fact that General Davis desired greatly that he should remain in the army, he declined and went back to the old firm, where he soon became a junior partner, and later when the company divided he became a partner in the firm of Jansen, McClurg & Co. In 1887 he became sole head of the firm styled A. C. McClurg & Co., in whose handsome store the famous Saints and Sinners Corner developed.

That same year he married Miss Eleanor Wheeler, daughter of the later Judge Nelson K. Wheeler of New York City and niece of Hon. Wm. B. Ogden, first mayor of Chicago. Ogden Trevor, who died in 1926, was the only surviving son, Alexander C., Jr., having died in infancy.

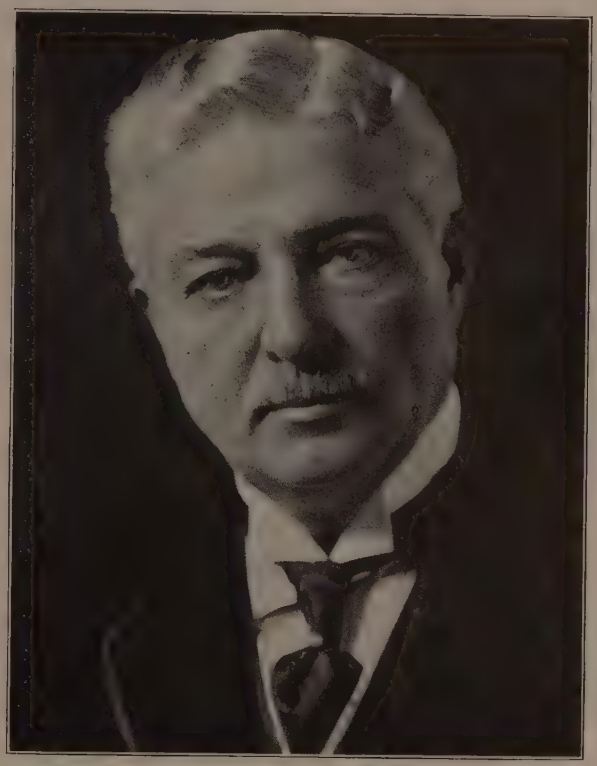
In connection with his work to better the literary and educational opportunities in Chicago he became president of the University Club and of the Chicago Historical Society. He was also president of the International Copyright League in Chicago.

When General McClurg passed away in 1901 the loss was felt throughout the book loving world and by scores of personal friends, who cherished the recollection of wonderful evenings spent around the hospitable board of General and Mrs. McClurg.

CHARLES H. WACKER

PERHAPS no one Chicagoan of the present generation has accomplished more for his city and is more deserving of the gratitude of his fellow Chicagoans than is Charles H. Wacker.

Merely to list his many civic activities would require more space than this page contains. But outshining all of them are his long years of self sacrificing work and unselfish devotion to the common good as chairman of the Chicago Plan commission.



The rechristening in his honor of historic South Water street, transformed by the magic of his genius into that impressive, double-decked esplanade now known as Wacker drive is small enough tribute to the man whose dreams and visions have assumed material form in the beginnings of a Chicago Beautiful.

To future generations Mr. Wacker will be known and remembered as the creator of a new and greater Chicago; as one whose faith in the destinies of his native city literally moved mountains and worked wonders.

With the Chicago Plan —as yet only in its inception—his name ever will be linked. A hundred years from now perhaps, the dreams he dreamed will have become reality.

Mr. Wacker was born in Chicago August 29, 1856, the son of Frederick and Catharine Hummel Wacker. A general education in the public schools and at the Lake Forest academy was followed by post-graduate courses at Stuttgart and Geneva.

He was married in 1887 to Ottilie M. Glade, who died in 1904. His second marriage was to Ella Todtmann in 1919.

Returning from his studies in Europe in 1880, Mr. Wacker joined his father in establishing the malting firm of F. Wacker & Son, later the Wacker & Birk Brewing and Malting Co., of which he was president until 1901.

The Chicago Plan commission, with which he has been identified since 1907, was inspired by the World's Columbian Exposition of which Mr. Wacker was a director and a member of the ways and means committee. When in 1909, Charles D. Norton resigned as chairman of the commission, Mr. Wacker, who had been serving as vice-chairman, took his place, and as directing genius of the body has seen Chicago emerge from a group of straggling, overgrown communities into a centralized city, its future development mapped out in accordance with an orderly and systematic plan.

The $60,000,000 Union station; Wacker drive, taking shape from the jumble of South Water street and transforming the south bank of the river into a plaza rivaling anything in London, Paris or Vienna; the magnificent outer drives, built on land reclaimed from Lake Michigan; Soldiers' Field with its impressive Stadium; the Field Museum, keystone of an architectural group of which the Shedd aquarium and the new Illinois Central terminal station will be units, and the boulevard link bridge wedding the north and south sides, thus making Michigan avenue one of the world's show places —all these and more have materialized under the scheme of the Chicago Plan.

Mr. Wacker has been active for years as a director of the Chicago Council of Social Agencies, the Chicago chapter of the American Red Cross, the Civic Music association, the Association of Commerce, as a governing member of the Art Institute, as a member of the Forest Preserve commission and of many other civic organizations.

Among the clubs in which he holds memberships are the University, Union League, Chicago, Bankers, Mid-Day, Iroquois, Germania, Racquet and the Chicago Athletic Association.

Mr. Wacker has an office at 1240 Merchants Loan & Trust Building and resides at 2340 Commonwealth avenue.

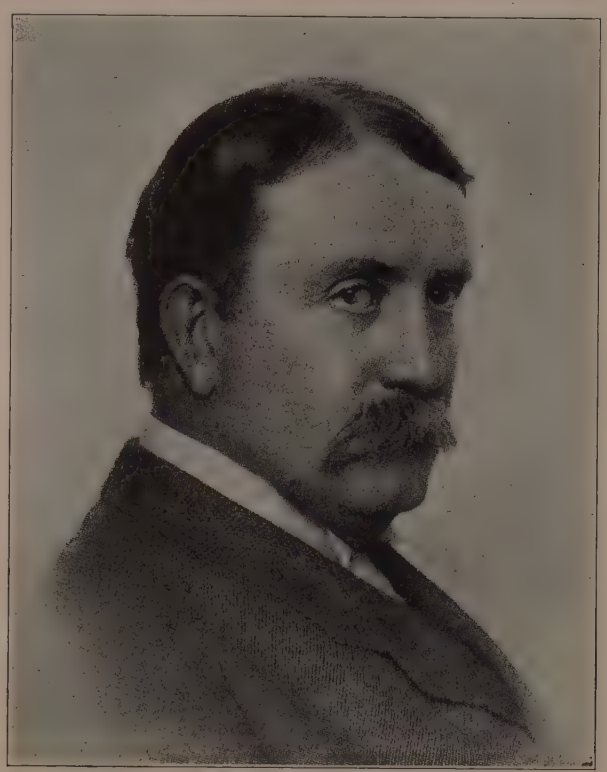
In 1927 ill health obliged Mr. Wacker to resign as leader of the Chicago Plan Commission. James Simpson is now carrying on his great work.

DANIEL HUDSON BURNHAM

TO THOUSANDS of Chicagoans of the older generation the World's Columbian exposition ever will remain a bright spot in the memory.

It was Daniel H. Burnham, master architect, who conceived the frozen music of its court of honor and its snowy palaces; who actually visualized it as a whole, and Aladdinlike, brought it into being.

Much of Chicago's more permanent architectural beauty, and the development of her park and boulevard system as provided for by the Chicago Plan commission, is due to Mr. Burnham's genius.



He will go down in local history not only as the chief architect and director of works of the Columbian exposition, but as Chicago's foremost architect and city planner.

Mr. Burnham was born in Henderson, Jefferson county, New York, September 4, 1846. His parents, Edwin and Elizabeth Burnham, were natives of Vermont. A great-grandfather, Daniel H. Burnham, was an officer in the Colonial army. In the maternal line, the family for several generations has been represented by distinguished clergymen.

In 1855 the Burnhams came to Chicago. The senior Burnham, who died in 1874, was a wholesale merchant and president of the old Merchants' Exchange.

Daniel received his elementary education in a private school conducted by Prof, Snow at State and Adams streets, where The Fair now stands. Later he attended the Jones school and the Chicago high school. This training was supplemented by two years of private instruction at Waltham, Mass., and a year under Prof. T. B. Hayard, a former member of the Harvard faculty, at Bridgewater, Mass.

Returning to Chicago in 1867, he entered the firm of Loring and Jenny, architects, as an apprentice, but a year and a half later, set out for Nevada, hoping to make a lucky strike in the mining fields, which were then being exploited.

In this venture he was unsuccessful. He again returned, this time to associate himself with W. G. L. Laurean, an architect. After the great fire of 1871, Mr. Burnham entered the architectural firm of Carter, Drake and Wright. While there, he formed the acquaintance of John W. Root, with whom he embarked in partnership in 1873. The firm of Root and Burnham prospered, and, when the senior died in 1891, became D. H. Burnham & Co.

As Chicago, with the discovery of steel construction, began to leap skyward, it was Mr. Burnham who shaped its restless skyline. He designed the Rookery building, the Masonic Temple, the Railway Exchange, the Women's Temple, the old Illinois Trust building, the Great Northern hotel, the First National Bank building, the Continental and Commercial Bank building, the Marshall Field retail store and the Field museum.

Mr. Burnham designed also the famous Flatiron building of New York—a feat of engineering which was unique at the time; the Wanamaker stores in Philadelphia, and bank buildings in Cincinnati and Cleveland.

As father of the Chicago Plan commission which has brought to a fruition such ambitious projects as Wacker drive, the Michigan avenue bridge and the reclamation of the lake front for a splended park and boulevard system, Mr. Burnham left an indelible impress on Chicago.

He was married, January 20, 1876, to Margaret S. Sherman, daughter of J. B. Sherman, a Chicago pioneer. Five children were born to them; Ethel (Mrs. A. B. Wells of Southbridge, Mass.); Margaret (Mrs. George T. Kelly of Chicago); John, president of John Burnham & Co.; stocks and bonds; Hubert, who became an architect, and Daniel.

Mr. Burnham died June 1, 1912.

A. MONTGOMERY WARD

A. MONTGOMERY WARD started his business career at twenty-five cents a day. At the time of his death he was president of a firm doing forty million dollars worth of business each year and employing 6,000 workers scattered over the United States and had saved $15,000,000 for his heirs after giving nearly as much more away.

But the fact that will go down in history with the name of Montgomery Ward has nothing to do with personal fortune. It is a fact that thousands of Chicagoans of the future will remember with gratitude. It is the fact of Montgomery Ward's long uphill fight to keep a great open playground on the lake front within easy reach of the hundreds of thousands massed around the city's center. A. Montgomery Ward will be remembered generations hence as "The Watchdog of the Lake Front" who sacrificed personal fortune, withstood the ingratitude of his neighbors who were not so far seeing as he, and won single handed a fight with the most powerful interests.

As a result of that fight Chicago will have Grant Park forever unobscured by buildings, a playground and "breathing spot" for its millions.

Mr. Ward knew that the people of his time were not grateful for his struggle. But he said, on the one occasion he mentioned it in public, "The poor man's auto is shank's mare. Here he has a playground favorably comparable with the Bay of Naples."

The history of the lake front fight fills volumes. A. Montgomery Ward, three times met reverses in the lower courts, and was upheld in the Supreme Court of Illinois. Only once did he give way. That was to allow the building of the Art Institute at Adams Street. He was reluctant but he felt that the will of the people in this case should prevail.

A. Montgomery Ward began his "pioneering" in establishing a mail order house, despite the scoffing of friends and the jeering of enemies, only after experience had taught him the ways of merchandising. That perhaps accounts for his spectacular success.

Born February 17, 1843, in Chatham, N. J., he was brought by his parents, Sylvester A. Ward and Julia L. M. Green Ward, to Niles, Michigan, at an early age. The distinguished service of his grandfather Israel Montgomery Ward, as a captain in the Revolutionary army, imbedded in the boy a deep love of service to his country.

At fourteen young Montgomery had finished with what school there was and was working in a stove factory at twenty-five cents a day. Years of labor in a brick yard followed and at 22 he moved to St. Joseph, Michigan, and became a clerk in the general merchandising store at $5 a month and board. Three years later he was earning $100 a month and board as general manager of the same store.

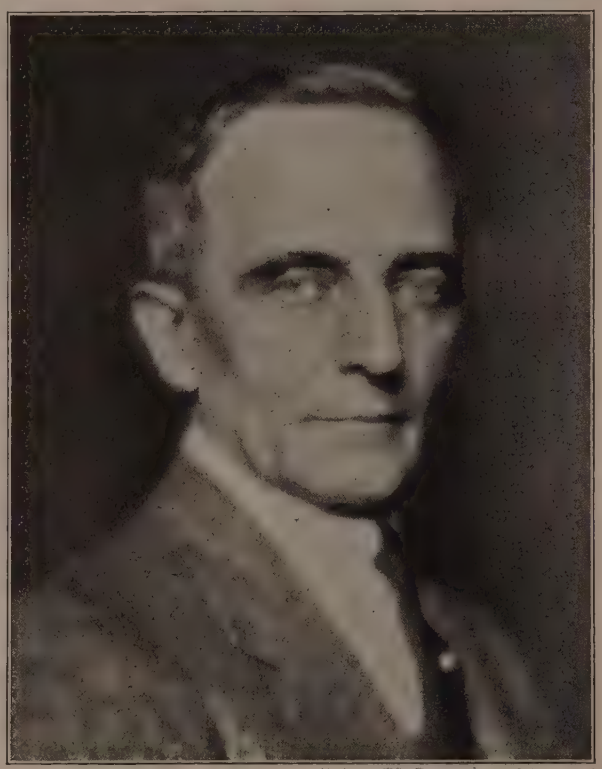
The striking growth of the city at the foot of Lake Michigan, however, called young Ward to action. In 1866 he left his position and found employment with Field, Palmer & Leiter, now Marshall Field & company. He was still learning, eyes and ears eager to take in everything. Two years later he went to Willis, Gregg & Brown, wholesale dry goods merchants and still later he went "on the road" for Walter M. Smith of St. Louis. This later position furnished the inspiration for his great mail order house which was begun in the loft of a barn on Kinzie Street between Rush and State. He had just married Elizabeth Cobb and founded the business with her brother, George R. Thorne.

Jeers were frequent, but business was good and the romance of building a great institution had begun. Montgomery Ward was active in club life and well known socially. He died shortly after his 70th birthday. His remains rest in Rosehill in the city of his Dreams Come True.

ALFRED HOYT GRANGER

CHICAGO, a dream city of glistening towers, of fascinating sky line, of expansive boulevards, of long vistas of green parks bordered by the blue of lake water, dotted with fountains and pools, studded with great buildings—this is the dream of Alfred Hoyt Granger. Few have done more to make such a dream come true.

Alfred Granger was born in Zanesville, Ohio, May 31, 1867. He was the son of one of the most distinguished families in American history. His father was Moses Moorhead Granger, his mother, Mary Hoyt Reese. Gideon Granger, attorney general of the United States under Thomas Jefferson, Senator John Sherman, and General William T. Sherman were some of young Alfred's ancestors. A pretty hard line for a youngster to live up to, too, but when the story of Chicago has moved along another hundred years, Alfred Granger's name doubtless will take its place high with the others.



Alfred Granger's ancestors had fought in every war the United States had been engaged in. His father and several uncles had won distinction for service in the Civil War and when the World War came the present Granger was ready and served from November 8, 1917 to November 1, 1919.

Alfred Granger's education was extensive and when he came to Chicago, he was able to bring the taste and wisdom of ages to his task as a builder. After early studies in public and private institutions, he entered Kenyon College and won his Bachelor of Arts degree there in 1887. Two years later he emerged from Massachusetts Institute of Technology, having specialized in architecture and the following summer he sailed for Europe to complete the work. At the Ecole des Beaux Arts, Paris, and the Atelier Pascal from 1889 to 1891 he acquired the artistic finish to his earlier substantial training.

After such an extensive preparation he did not hesitate to enter the service of Shepley Pictam and Coolidge in Boston, at $30 a month. Arriving in Chicago in 1891, he entered the office of Jenney and Mundies and his Chicago career had begun.

A period of intensive work, of designing and supervising the erection of sky scrapers, of working out new ideas in city building, of planning the city beautiful, followed. His fame as an architect has spread so far and embraces so many accomplishments that it is impossible to recount it in detail here.

In June, 1926, he was awarded the rare honor of a permanent fellowship in the American Institute of Architects, of whose Chicago chapter he had served as president.

Appointed chairman of a committee of six on art in the city, he has begun a consistent campaign to make the great industrial plants of the city not only producers of bold, but things of beauty in themselves. He has been active too, in the campaign to make the sky-line along the lake front and along Wacker Drive, a thing of rugged beauty rather a regular row of similar buildings.

On October 5, 1893, Mr. Granger married Belle Hughitt, daughter of Marvin Hughitt, the Northwestern railroad president. They have three daughters, Elizabeth Sherman, now Mrs. Charles E. Brown, Jr.; Barbara Hughitt, now Mrs. Thomas H. Cowles and Martha McCullough, now Mrs. William Mitchell Blair.

Mr. Granger is a member of Delta Kappa Epsilon, the Chicago, University, Caxton, Tavern, and Architects' clubs in Chicago; the Cosmos club in Washington and the Century club in New York.

He was president of the Chicago chapter, American Institute of Architects, 1922-5 and has been president of the Architectural club since 1923, president of Northwestern Settlement, 1921-5 and national council of reserve officers' association.

What could please a man more than to look at the Chicago of today and know that his hand had directed much of its building?

ERNEST ROBERT GRAHAM

IN NO department of life is the character of a people more plainly reflected than in its architecture, and, since we are naturally interested in our own people, it is gratifying to know that, although the youngest of great countries, America, during the last forty years, has made the greatest advance in architecture ever made in a like time in the history of the world. If called upon to designate the waymark from which we may most easily measure this great development, Chicago could, with all due modesty, point to our own World's Columbian Exposition of 1893.

Foremost among the names which occur to one in that connection is, of course, that of Daniel H. Burnham, the Chicago architect and Director of Works of the Exposition. Associated with that name must be placed that of another Chicago architect, a young man of twenty-two, whom Burnham chose as Assistant Director of Works, and afterwards made his own partner. It is a story best told in Burnham's own words, incorporated in his history of the Fair:

"Mr. Ernest R. Graham took the title of Assistant Chief of Construction and afterwards of Assistant Director of Works. Mr. Graham's appointment dated from March 7, 1891. He took hold at once. He was still a very young man. . . . The company is to be congratulated on the choice of this man."

With the impetus of the Fair still upon him, and his own great native ability stirring within, Ernest R. Graham, in 1894, stepped into the office of his beloved Chief, Daniel H. Burnham. It is not too much to say that the history of American architecture entered its most constructive period from that date.

Coming out of the Middle West—he was born in Lowell, Michigan, August 22, 1868—the son of an architect, Robert Graham and Emma Post Graham, young Ernest Robert Graham, with a good American education supplemented by private tutoring and travel, might have been said to have arrived at just the right time, when, in 1888, he started as an architect in Chicago. Chicago, as all the world knows, having been razed to the ground in '71, had invented steel construction and was in a position to build higher and better business buildings than had ever been undertaken before.

Within ten years of his entry into the organization of D. H. Burnham & Co., in 1894, following his broadening experience of the World's Fair, Ernest R. Graham, in 1904, became partner in the firm of D. H. Burnham & Co. On Burnham's death in 1912 he became senior member of Graham, Burnham & Co., and in 1918 chief of the present great organization, Graham, Anderson, Probst & White. We mention only a partial list of the buildings of which Mr. Graham has had either entire charge or in which he has been a most material factor as a partner, the Equitable, Flatiron, and Chase National Bank Buildings, New York; the Union Stations of Washington, D. C., Chicago, Cleveland and Pittsburgh; the General Post Office, Washington, D. C.; the Wanamaker Stores of New York and Philadelphia; Marshall Field's of Chicago and Selfridge's, London; the Continental & Commercial, Illinois Merchants, First National Bank and People's Gas Co., Chicago; the Wrigley and Straus buildings, Insurance Exchange, Railway Exchange, Shedd Aquarium and Field Museum of Natural History, Chicago.

Mr. Graham was married in 1894 to Miss Carlotta Hall of Chicago, who died in 1923. His subsequent marriage, which took place at Stoke Poges Church, England, in 1925, was with Mrs. Ruby Leffingwell of Chicago. His son by adoption is William Graham. He is a trustee for life of the Field Museum, and a member of the Chicago, Mid-Day, South Shore Country, Old Elm, Shore Acres clubs, Chicago, and of the Metropolitan Bankers, Oakland Golf, Sleepy Hollow Country clubs, New York.

HOWARD JUDSON WHITE

IT IS no longer a novel sight for loop dwelling Chicagoans to tilt their heads backward and watch a derrick, laden with stone, steel or mortar, dart swiftly up a towering shaft near whose base stands a sign with the legend "Graham, Anderson, Probst & White, Architects." Not only in Chicago, but in other American metropolitan centers as well the activities of this famous firm stand revealed in imposing edifices. One of the active members of this firm is Howard Judson White, a native Chicagoan, son of Moore C. White, druggist, and of Mary L. Bancroft White. Mr. White was born on February 21, 1870. He attended the Chicago public schools and later the Chicago Manual Training School. Of collegiate or graduate professional training he had none.

However, it had been Mr. White's youthful ambition to be an architect, an ambition colored and fostered by the splendid natural talent he possessed in this direction. Under the circumstances, therefore, his want of further schooling, handicap though it would undoubtedly have been for most persons, can hardly be greatly deplored in his particular case for it is difficult indeed to see how he could have made a much bigger name for himself than he has succeeded in achieving.

His first employment was with William Carbys Zimmerman at a salary of $5.00 a week. This was the first rung of the ladder whose successive steps, passed readily by the talent and energy of Howard Judson White, eventually led to a partnership in one of the leading architectural concerns in America, and a nation-wide reputation in his field.

On September 19, 1895, Mr. White was married to Miss Mabel E. Cameron, daughter of Andrew C. Cameron (President of the St. Andrews Society), and of Eliza E. Cameron. The Whites have two sons, William Cameron White and Howard Judson White, Jr.

The firm of Graham, Anderson, Probst & White knows few equals as to either the magnitude or the effectiveness of their efforts. Far too numerous are the buildings they have designed to bear any attempt at enumeration. However, we may mention a few of the most noteworthy: The Cleveland Union Terminal, the Chase National Bank of New York, Koppers Building in Pittsburgh; and the Wrigley Building, Illinois Merchants Bank Building, Straus Building, State Bank Building and Pittsfield Building in Chicago. Furthermore, no less a gentleman than Uncle Sam himself has seen fit to recognize the merits of the firm, for they have planned Federal Reserve Banks in Chicago, Kansas City and Dallas; and branch Federal Reserve Banks in Detroit, Denver, Omaha and Oklahoma City.

One has but to stand at the corner of Jackson Boulevard and La Salle street and view the great pile of the Federal Reserve Bank rising on one side of him and the lofty Illinois Merchants Bank Building on the other; to gaze northward down Michigan Avenue with the gilded dome of the Straus Building communing with the clouds on the left, and the white lines of the Wrigley Building rearing themselves majestically upward farther down the street—in order to realize how instrumental Mr. White has been in "making Chicago."

Mr. White has made trips to Europe, Egypt and Mediterranean points. Mr. White is a Baptist, and is a Republican in politics. Golf, travel and reading form his principal recreations.

He belongs to the Illinois Society of Architects, of which he is now President; American Institute of Architects, and the Mid-Day, Cliff Dwellers, Chicago Athletic, Exmoor Country, Bob O'Link Country, Westmoreland Country and Park Ridge Country Clubs. He is a sustaining member of the Chicago Historical and Evanston Historical Societies, and the Field Museum of Natural History. He is a man in whom the community may well take pride.

WALTER W. AHLSCHLAGER

WHEN Walter W. Ahlschlager was growing up in Chicago, a new idea was being developed in American architecture; the happy idea that beauty and sturdiness were not incompatible in a structure. And because of his natural abilities to fit himself in the new picture, to develop his dual talents in art and engineering, Mr. Ahlschlager shortly found himself a leader in his profession, a true twentieth century architect.

Mr. Ahlschlager entered business with his father, also an architect, in 1914. With the young man as a partner, the firm of Ahlschlager and son rose in prominence in the building world. The youthful Ahlschlager, with the vigor of young ideals, immediately displayed the utmost interest in promoting the firm's affairs.

He succeeded in no small measure, for nine months after his entrance into the firm, he entered and won a competition for the proposed Lutheran Concordia college, a project comprising the entire campus of fourteen buildings all connected by a clever series of enclosed cloisters.

Upon the death of his father Mr. Ahlschlager assumed complete control of the firm which he had already greatly accelerated as a partner. He assumed now not only the character of a noteworthy builder and designer, but also that of an organizer, a promotor, and an executive.

Enduring monuments soon rose throughout the city as testimony of his craft. Following the erection of the Pantheon theater, the first "Motion Picture Palace" in Chicago he designed a series of hotels, among them the Parkway, Webster, Sovereign, and Graemere in Chicago; the Peabody of Memphis; and the Detroit Towers, of Detroit.

In the city of New York, the largest motion picture theater in the world "The Roxy," was designed by Mr. Ahlschlager's firm. Two other Roxy theaters in New York bear his mark. The towering Medinah Athletic club on North Michigan Avenue is another product of the architect's design.

Mr. Ahlschlager was born here July 19, 1887, the son of John and Louise Ahlschlager. He attended the Chicago public schools and Lewis Institute during his academic years. He then attended Armour Institute, where he learned the scientific side of architecture, at the same time studying art and design at the Art Institute.

Though well equipped in his formal education, it is probable that his real education was obtained around the drawing board on the tool laden benches of his father's busy office and in the places, ever fascinating to a boy, where the great buildings of the city were being erected.

Besides being a devoted reader, Mr. Ahlschlager finds recreation on the golf links. Although his business associations demand most of his time and energy, when he can break away he spends a few hours at one of his country clubs with the enthusiasm of a real devotee.

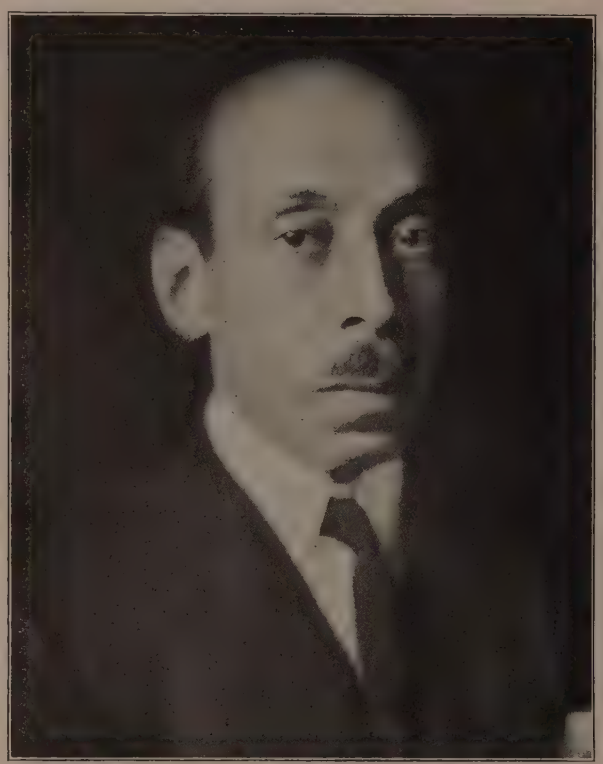
He is a member of the Medinah Athletic Club, the Illinois Athletic Club, the Illinois Golf Club, the Evanston Golf Club, and the Bobolinks Gulf Club.

Standing at the new entrance to Grant Park and making the circle from the John G. Shedd aquarium and the Field Museum, around to include the Stevens, Blackstone, two Congress hotels, the Straus building and so on down the avenue, it is hard to realize that this city has sprung so recently from the Illinois mud. As evidence of this will be the completion of the marvelous seventy-five story Crane Tower, which is to be begun in 1929 and completed in 1930. Yet the lives of the Ahlschlagers, father and son, have almost spanned the period. And in all probability the life of the son will go on to embrace a more complete visioning of architectural dreams.

MARTIN C. SCHWAB

MARTIN C. SCHWAB is a native of Baltimore. He has devoted his entire career to the development of building construction and its economies for the past thirty years, receiving his engineering training at the Johns Hopkins University, having graduated there with the distinguished class of 1896.

Mr. Schwab's family were early settlers in the State of Maryland, one member of his family having been a United States Senator. His early education was obtained at the Polytechnic Institute of Baltimore, after which he took the complete engineering course at Johns Hopkins University which, coupled with his outside technical training fitted him for the work he has so eminently performed in the construction of prominent buildings all over the country. His apprenticeship was served in the electrification of the Baltimore and Ohio Railroad, (the first of its kind attempted in this country), and following this he became consulting engineer for the Maryland Electric Company.



Mr. Schwab is among the pioneer engineers of the country and some of his early accomplishments were the perfecting of various patents that have brought about economies in large building structures and which have been adopted in many of the most important buildings throughout the country.

Prior to Mr. Schwab's entrance into the Chicago engineering field he was associated with many prominent institutions in the east, and with the reconstruction of Baltimore after the fire; also as consulting engineer for the Soldier's Home, Washington; many prominent public buildings in Washington, Philadelphia and New York, under the firm name of Adams & Schwab.

This partnership was dissolved upon Mr. Schwab's decision to engage in the engineering field in the west. He established himself in Chicago under the firm name of Martin C. Schwab. It was at the suggestion of Mr. Julius Rosenwald that Mr. Schwab came to Chicago and became identified with Sears Roebuck and Co. in the construction of their buildings, and he has been identified with all of their properties throughout the country for the past thirty years, these activities involving an expenditure of some seventy million dollars.

Mr. Schwab was retained by the City of Chicago under Mayor Dunne's administration as consulting engineer for the electrification of the Drainage Canal and was later retained by the State Board of Administration, at the time of Governor Dunne's tenure of office, as consulting engineer.

Mr. Schwab has been identified with structures such as the Bell Building, Number 30 North Michigan Avenue, Harris Trust and Savings Bank Building, Corn Exchange National Bank, Hotel Sherman, Mandel's, Rothschilds, and the Lytton Stores. Also with the Union Station at Kansas City, the large department store of L. Bamberger and Company at Newark, New Jersey and with the extensive plants of the General American Tank Car Corporation. One of his latest achievements was the origination and completion of the well-known building "333 North Michigan Avenue," which was conceived and carried through to a successful conclusion by Mr. Schwab.

On December 6, 1926, Johns Hopkins University conferred upon him the degree of Bachelor of Engineering, Extra-Ordinem.

Mr. Schwab is a connoisseur and recognized collector of etchings, and of early Chinese, Persian and Egyptian ceramics. He is fond of out-door recreation, golfing and fishing.

Mr. Schwab is married and has two daughters, both of whom have studied in Rome and Florence. He is a member of the Engineering Club, the Tavern Club, the Lake Shore Country and Standard Club, and of the Phoenix Club of Baltimore.

BENJAMIN HOWARD MARSHALL

THE towers and canyon walls of Chicago will stand for centuries to come as monuments to such men as Benjamin Howard Marshall, speaking a message to generation after generation of the millions who are to throng the streets, "It was men of great vision, men of great power who could raise these pinnacles so much taller than themselves."

"Ben" Marshall whom fate failed to bless with the formal education of an architect, has risen to a place in his profession that might well be the envy of most of its members. First opening his eyes in the Chicago of the days of reconstruction following the great fire, he has planned palaces that none of the men of that day would have deemed possible.

Marshall was born May 6, 1874, to Caleb H. Marshall and Cecelia F. Bailie Marshall. He was educated in the Harvard school of his native city, Chicago, and at 19 went to work as office boy for H. R. Wilson, the architect.

But this was no ordinary office boy that had made his way to the Wilson office and H. R. Wilson was one of the first to realize the "find" he had made. On reaching his majority young Marshall was presented a share in the company's business and shown the new business cards which read "Wilson & Marshall, architects."

Years of steady, hard work followed. When Wilson retired, young Marshall carried on alone from 1902 until 1905. In that year he formed a partnership with Charles E. Fox, which was to embrace some of the mightiest building projects of the age and was not to be disbanded until 1924.

From the elegant shaft of the Blackstone Hotel and its companion, the Blackstone Theater, gathering place of the city's elite, along the north boulevards to the imposing mass of the Edgewater Beach Hotel, with its crowning pinnacles, one may gaze upon the handiwork of Benjamin Marshall. Both of these imposing buildings were the work of his firm and were epoch marking monuments of building progress. The Steger Building, the Burlington Building are other Chicago pieces of his work. The Northwestern Mutual Life Insurance Company's home in Milwaukee, Wisconsin; the Forest Theater in Philadelphia, Pennsylvania; Maxine Elliott's Theater in New York; all speak eloquently for the nation-wide scope of Marshall's work. Such was the reputation he had acquired by the close of the World War that his city selected him to draw plans for the great Victory Monument with which Chicago was to pay lasting tribute to its boys who went overseas to fight. And again when plans for the second world's fair, the one commemorating the centennial anniversary of the magic city that had risen in so short a time at the end of Lake Michigan—had risen by the hands of such men as Marshall, he was selected as one of the committee of seven to draw plans for the gigantic municipal building which was to rise at a cost of $15,000,000, as the city's own monument and her own auditorium.

Among Marshall's later projects has been a $5,000,000 summer resort on the shores of the Gulf of Mexico.

Mr. Marshall was married February 1, 1905, to Mary Elizabeth Walton of Chicago. They have two daughters, Elizabeth H. and Dorothy, and one son, Benjamin H. Marshall, Jr. Their residence at 209 Lake Shore Drive, among the twentieth century wonder towers of the "Gold Coast" is a happy spot in the city's midst.

The office boy of nineteen has emerged a great builder, a maker of massive blocks, of slender towers of luxurious play houses. A builder of buildings that enhance the grace of a graceful city and carry to millions the thoughts of his genius.

The Chicago of his maturity is realizing amidst the racket of rivet hammers and the whir of motors that there is no limit to its aspirations.

KARL MARTIN VITZTHUM

MANY and many are the distinguished visitors to Chicago who behold with wonder and admiration the magnificent skyline that proudly gazes down from imperial heights upon three million people. Many and many are the photographs, etchings, paintings, poems, and prose descriptions of that awe-inspiring aggregation of cloud-piercing edifices that strike the eye as one stands east of Michigan Boulevard, head thrown back, gazing at this super-illustration of the builder's art. Consequently, it is not without a feeling of profound gratitude that one looks to a man like Karl Martin Vitzthum, who is in part responsible for this splendid family of sky-scrapers.

He was born in Tutzing, near Munich, Germany, on January 2, 1880. His father, John Vitzthum, was an architectural engineer of the Bavarian Royal Railroad System in Munich. His grandfather, John Vitzthum, was perhaps not a little responsible for the bent his grandson's activities were one day to take; for he, too, was a contractor and builder, having erected several of the prominent state buildings in his native country, Bavaria.

On his mother's side, too, the building profession was in evidence. His mother Sophia Ehrengut Vitzthum, was the daughter of Martin Ehrengut, a contractor and cabinet-manufacturer, who held the important post of contractor to the Royal Court of Bavaria. Thus, from both sides of his family Mr. Vitzthum inherited that talent of The Builder without which all the training in the world were useless.

Mr. Vitzthum's early education was obtained in the public schools. Later, he attended the Royal Real School at Freising near Munich. And finally he became a student at the Royal College of Architecture at Munich, thus supplementing his inherited aptitude for construction planning with one of those intensive and thorough academic courses such as only the Germans can offer—a course that admitted of no detail unlearned, training the young minds in that efficiency and exactitude so essential to a profession where one slip in construction can entail complete disaster.

Mr. Vitzthum's first employment was with Professor Theodore Fischer in the City Building Department of Munich, his native city at a salary equivalent to forty dollars a month.

It was in May, 1902, that Mr. Vitzthum first saw Chicago—a much different Chicago than today. Pictures of the period will reveal no gigantic "Bell Building" (one of Mr. Vitzthum's achievements) towering majestically above the city. Yet, even then, there were buildings that were remarkable for their period, and architectural firms that were similarly distinguished. Mr. Vitzthum became connected with one of the oldest and most notable when he secured a position with the original D. H. Burnham & Co. This was the start of a career that "led to the heights" in more ways than one. In the quarter of a century that has elapsed since Mr. Vitzthum added himself to the group of Chicago architects he has become known as one of the foremost of the elect number of Chicago architects.

Mr. Vitzthum was married to Miss Ruby Palmer, daughter of George Edward and Mary Palmer, on December 22, 1906. Mr. Vitzthum is a Catholic. He belongs to the Steuben, Midland, La Salle, Frontenac, Skyline, Casa del Mar, Pistaqua Heights, Steuben Outdoor and Columbia Country Clubs.

Mr. Vitzthum is widely travelled, not only in America, but also in Germany, Austria, France, and Italy. It must be interesting to him to compare some of the famous buildings of the Old World with his Steuben, Midland, De Paul University, No. 1 La Salle and Hyde Park-Kenwood Bank buildings. Certainly, the latter will not fare badly in the comparison.

GERHARDT FRANZ MEYNE

BUILDER and quiet but stalwart backer of some of the most significant sociological undertakings in Chicago, Gerhardt Franz Meyne is as truly one of the makers of the abstract thing that is the city as he is an actual builder of its concrete claims to greatness.

Gerhardt Meyne was born in Chicago December 30, 1880, the son of William and Wilhelmine (Hinrichs) Meyne. He came from a long line of soldiers, agriculturists and builders. William Meyne was a Chicago builder and from the first the son's ambitions were in that direction.

Gerhardt Meyne received his education in the Chicago Lutheran private school and at Columbia Trade school and plunged immediately into his life work, which indeed must have been fascinating in the first years of the twentieth century. His first position was as apprentice in cabinet making and carpenter at seventy-five cents a day. His father was his closest friend and constant adviser sharing his ambitions and encouraging him in his life work as well as in acquirement of that aesthetic taste which has characterized him throughout his life.

Mr. Meyne worked up through all the positions of his profession so that when he emerged at the head of his own company, he was an expert thoroughly and intimately familiar with every detail of the business through actual practice.

He has travelled in Europe and this continent, is an habitual reader, finding his greatest pleasure in biographies and philosophy, but finding all good literature to his liking. He is fond of music, a guarantor of the Civic Opera, and is a devotee of outdoor sports among which golf and skating are his favorites. In politics he is a Republican.

But Chicago will remember Gerhardt Meyne more perhaps for the quiet but unvarying support he has leant to certain civic undertakings in attempting to solve the problems the city has been confronted with. He is a trustee of the Union League Club Foundation for Boys' Clubs, that organization which seeks to prevent, rather than bewail after it is too late, the missteps of Chicago youth. Is chairman of Vocational Guidance and Boys' Investments. He is a secretary of the Chicago Crime Commission, director in the Associated Building Contractors of Illinois, the Associated Builders of Chicago, the advisory council to the Superintendent of Schools, the Chicago Institute of Politics, the Builders' Association, the Building Construction Employers' Association. He has conducted his business throughout the crises of the past under the Landis award without heeding threats or seeking terms.

Successful himself, he has been generous with his charitable donations and is a strict believer in and practicer of the doctrine that prohibits the left hand from knowing what the right hand does. He is a man who never seeks the spotlight of public attention.

Mr. Meyne was married February 7, 1911, to Elizabeth Starrett, daughter of Henry M. and Emily F. Ernst. She died January 18, 1919. Mr. Meyne was married January 31, 1928, to Hilda Beatrice, daughter of William J. and Louise B. Brown.

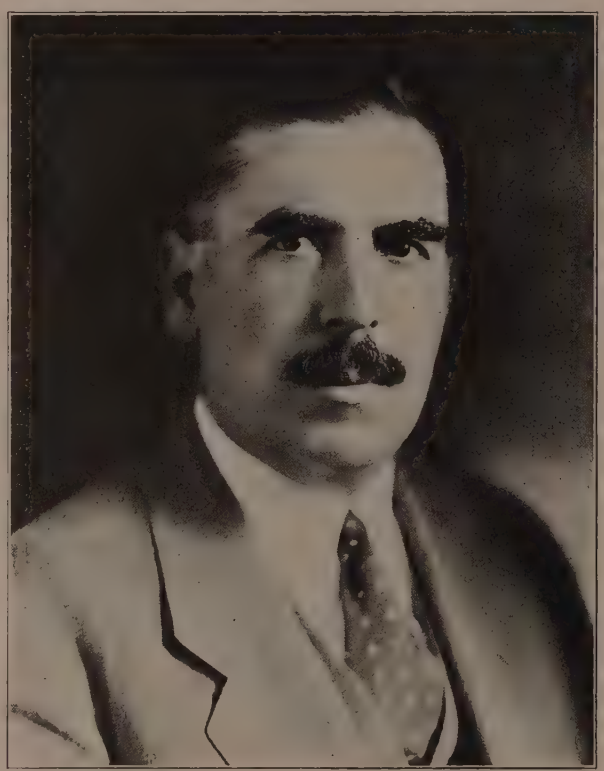
Mr. Meyne is a member of the Union League, Architects', Builders', Lake Shore Athletic, Chicago Riding, Chicago Yacht, Rotary, and Evanston Golf Clubs. His interest in national affairs and in sociological and economic problems of the day has led him to affiliation with the National Bureau of Economic Research, the National Historic Society, and the Academy of Politics and Social Science.

A man whose life has been wrapped up closely with that of Chicago, he has shared his love of the aesthetic and has endeavored to spread the influence of art and learning. Mr. Meyne is a member of the Chicago Historical Society and a trustee of the Field Museum and the Art Institute. His support may always be relied upon for anything that makes for civic betterment.

JOSHUA D'ESPOSITO

NOWHERE is the work of building a great city more evident than in the activities of an engineer. By standing forth as one of the leaders in his profession Joshua D'Esposito is deserving of the respect and admiration of all who applaud constructive feats which have a beneficent effect upon Chicago's development.

Joshua D'Esposito was born in Sorrento, Italy, on July 30, 1878, the son of Antonino and Louisa Maris Pontecorvo D'Esposito. At the Royal National Institute of Nautical Engineering in his native city he received a throrough grounding in his life work. Unlike so many of our notable citizens who were born abroad, Mr. D'Esposito did not come to America with the avowed intention of "seeking his fortune." He simply came on a trip, remaining because he liked it.



Once permanently settled in the United States, Mr. D'Esposito accepted employment with the Pennsyvania Railroad as a draftsman, in a Pittsburgh office, rising eventually to the post of chief draftsmen in the office of the chief engineer of the lines west of Pittsburgh, and then to the position of assistant chief engineer. In 1910 he was given an assignment of no little responsibility, namely working out terminal facilities for Chicago. After three years of study he removed to Chicago, immediately taking up negotiations with the city, that led to the famous unkinking project. Although Mr. D'Esposito modestly disclaims credit for the undertaking asserting that the owners of property along the river front, whose agent he was, deserve more credit than he, nevertheless a fair observer will not lose sight of the fact that without Mr. D'Esposito's technical knowledge the city might not be destined, as it now is, to rid itself of an eyesore and to have a great new business area available because of moving the south branch of the Chicago River.

Simultaneously with the River project Mr. D'Esposito worked on plans for the new Union Station. His work as Assistant Chief Engineer for the Chicago Union Station Company was interrupted by the Great War. He was called upon to take charge of the wooden ship division of the Emergency Fleet Corporation of the United States Shipping Board. His war work well done Mr. D'Esposito returned to the great terminal project in 1919. In May of that year he was made Chief Engineer of the undertaking. This position he held until the completion of the station at which time he was made General Manager, continuing in this capacity until his retirement on May 1, 1927.

Not only has Mr. D'Esposito the magnificent Union Station project to his credit, but he has also been retained for a number of other notable undertakings. He it was who was engaged by the Chicago Daily News in 1927 as consulting engineer in the erection of its new building over the tracks of the Chicago, Milwaukee, St. Paul & Pacific Railroad. The same year he was appointed Chairman of the Building Committee for the colossal municipal building, which it is proposed to raise at an estimated cost of fifteen million dollars for the Chicago World's Fair Centennial Celebration.

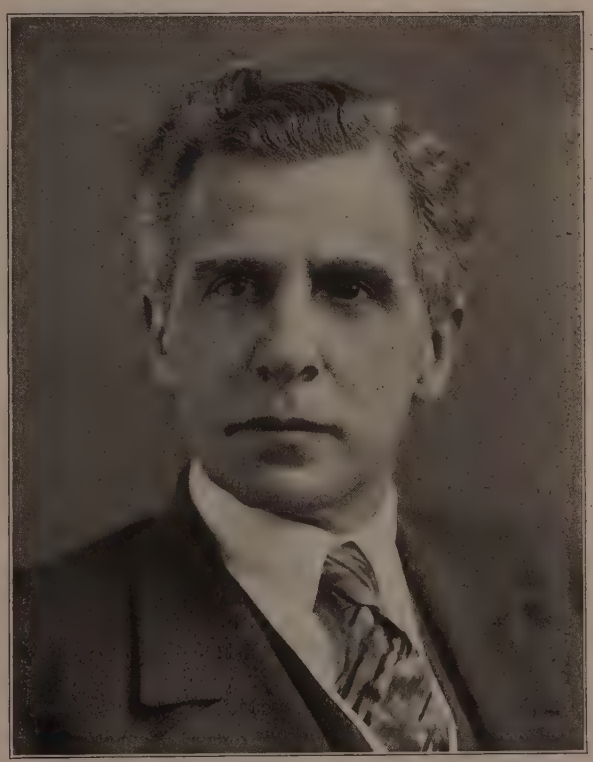
Mr. D'Esposito is a member of the American Society of Civil Engineers, American Railway Engineering Association and the Western Society of Engineers. His club connections include: the Chicago Club, Union League Club, Engineers' Club and Illinois Golf Club.

Mr. D'Esposito was married on August 19, 1908, to Miss Katherine Von Olnhausen of Philadelphia. They have three children Louise, Joshua and Julian, and reside at 6963 Sheridan Road.

Despite the fact that the Union Station, a gigantic project involving sixty million dollars, is perhaps his *opus magnum*, Mr. D'Esposito is actively engaged in obtaining fresh triumphs in his chosen field. Mr. D'Esposito has indirectly contributed monumentally to the development of his adopted city.

JOSEPH B. STRAUSS

THIS era of commerce, with its railroads, its great bridges spanning distances undreamed of a quarter of a century ago, its great buildings, and its canals, is an age greatly dependent upon engineers. Joseph B. Strauss is a leader among engineers the world over, a leader who is not afraid of new ideas but who knows before he acts. He is not only one of the makers of Chicago, but one of the foremost bridge designers of the modern world.



The great single span bridge across the Golden Gate in California, to be the largest bridge in the world, presented a problem the solution of which Mr. Strauss undertook after many had failed, with the result that based on his plans the Government approved construction and a District to construct the bridge has been organized.

His touch is also seen in the Montreal-South Shore bridge across the St. Lawrence in Canada, costing $12,000,000, now two-thirds completed and in which he is co-engineer with Monsarrat and Pratley, a Canadian firm. Mr. Strauss is also a member of the Board of Engineers in charge of the Hudson River bridge at 179th Avenue, New York, a 3500 foot span, costing $75,000,000 and the Bayonne Arch, New York, a 1650 foot span, costing $18,000,000, both under construction.

Joseph B. Strauss was born in Cincinnati, Ohio, January 7, 1870, the son of Raphael and Lena (Baermann) Strauss. His father, a native of Bavaria, was a man of broad culture and a patriot and miniature painter of renown. Joseph B. Strauss received his early education in the grammar and high schools of Cincinnati, and matriculated at the University of Cincinnati, in 1892 with the degree of Civil Engineer.

From 1892 to 1902, he rounded out his theoretical training with ten years of practical experience in the drafting and designing rooms of various major bridge companies, and in the field, barring one year in which he served as an instructor in the College of Engineering of his Alma Mater. In 1902, as thoroughly prepared by native ability, training and experience as any engineer in the country to cope with the increasing engineering problems of the age, he set up business for himself as a consulting engineer of the Strauss Bascule Bridge Company. In 1927 the company name was changed to the Strauss Engineering Corporation of Chicago.

Mr. Strauss is the winner of many international competitions and the originator of the Strauss trunnion bascule bridge and the Strauss lift bridge, the former a world standard. He designed the concrete store-house of the Universal Portland Cement Company at Buffington, Indiana, and the bridge of the Elgin Belvidere Railroad at Belvidere, Illinois, the first concrete span erected without centers, involving a new idea.

He built the Aeroscope at the Panama Pacific Exposition, and the searchlights used by the American and Russian governments during the war. He invented the Bascule Hangar Door, an advanced type of airplane and other aviation devices, and the yielding barrier for grade crossing protection is also his invention.

Mr. Strauss is a member of Am. Engineering, Port Authorities, Am. Military Engineers, Testing Materials, Aerial League, Concrete Institute, Promotion of Aviation, Prof. Engineers of Quebec, Eng. Institute of Canada, Navigation Congress, Royal Society of Arts, Structural Engineers of Illinois, Western Society of Engineers, Nat'l Social Science Honor Society, Allied Arts Ass'n, Army Athletic Ass'n, Art Institute, Asiatic Society, Chicago Historical, Chicago Ass'n of Commerce, Military Intelligence Bureau, Ohio Society, U. S. Naval Institute, S. A. E. Fraternity, Boy Scouts, Yacht, City, Hamilton, Rotary, Press and others. Mr. Strauss married May Van of Cincinnati, Ohio, shortly after locating in Chicago, and has two sons, Ralph V., a Cadet at West Point, Class of 1929, and Richard K., a student at Stanford University.

MARY HAWES WILMARTH

IN Mrs. Mary Hawes Wilmarth the Puritan tradition which was her birthright was modified by the expansiveness of the Chicago environment in which she spent most of her life. Upright, but without austerity; intellectual, but without pedantry, she was a gracious and lovable personality who was of Chicago and yet who never lost the savor of her New England background.

Born in New Bedford, Massachusetts, on May 21, 1837, the daughter of Capt. Shubael and Nancy Smith Hawes, Mrs. Wilmarth could count among her ancestry five of those who came over in the Mayflower. Other distinguished ancestors of Mrs. Wilmarth's were Gov. Thomas Mayhew and his son, the Reverend Thomas Mayhew.

Although schooled at Kimball Union Academy at Meriden, New Hampshire, it is fair to say that Mrs. Wilmarth educated herself. Widely read and highly intellectual, there were few women of her generation in Chicago who could duplicate her educational background and intellectual grasp. After finishing at the Academy she went to Edgartown, Massachusetts, where she taught in the public schools.

The removal of her father to a newly acquired farm near Newport, New Hampshire, gave young Mary Hawes the opportunity to meet Henry M. Wilmarth. Somewhat later, Henry Wilmarth struck out for Chicago where, in time, he found himself the proprietor of the best known lighting fixture establishment in the city. For several years prior to his death he was one of the directors of the First National Bank. He returned to New Bedford in 1861, and was married to Mary Hawes on May twenty-first of that year.

Prior to the Chicago fire the Wilmarth homestead stood on one of the lots now occupied by the Congress Hotel, and the house escaped the fire by the narrowest of margins. Later, after the death of her husband, Mrs. Wilmarth leased the property to the Hotel Company and when the Congress Hotel was built she lived there until her death, except during the summer months which she generally spent at Lake Geneva, Wisconsin.

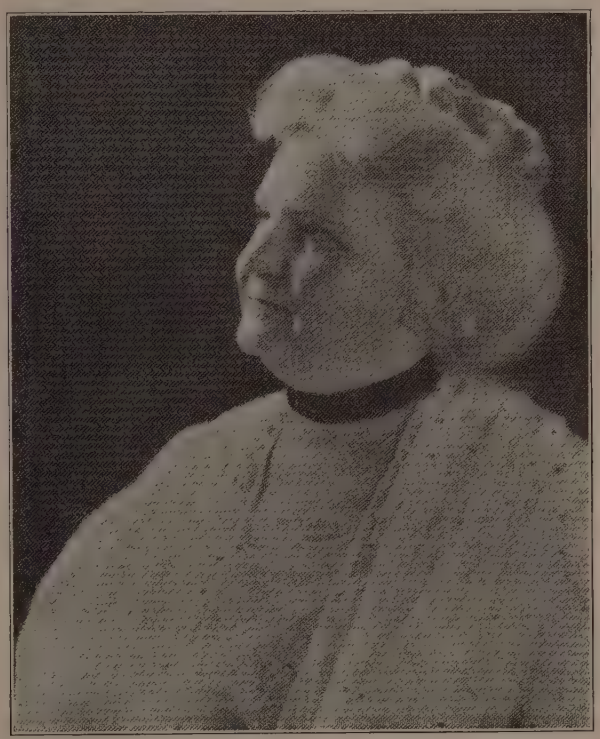
It was natural that Mrs. Wilmarth should be selected as Chairman of the Woman's General Committee of the Educational Congress of the World in connection with the World's Columbian Exposition. When Miss Jane Addams came to Chicago and founded Hull House Mrs. Wilmarth served as a member of the Board of Trustees for many years. She was twice president of The Fortnightly; she was one of the early members of the Chicago Woman's Club; she was one of a small group of women who founded the Woman's City Club, of which she was president during the first years and Honorary President at the time of her death. She belonged to the Woman's Athletic Club. She served as a Trustee of Henry Booth House, Frederic Douglass Center and Rockford College for Women. She was a member of the First Presbyterian Church.

Always an ardent advocate of woman's suffrage, when the Progressive Party came into being in 1912 Mrs. Wilmarth took an active interest in its affairs. She and Miss Jane Addams were sent as delegates-at-large from Illinois to the Progressive National Convention which nominated Theodore Roosevelt for president and Hiram W. Johnson for vice-president in 1912.

Mrs. Wilmarth was the mother of three daughters, Fanny who died in infancy, Stella who lived to young womanhood, and Anna Wilmarth Ickes who survived her. She died on August 28, 1919, at Lake Geneva, Wisconsin, at the age of eighty-two. Vividly alive, keenly aware of the major happenings in the world of her day, vitally interested in all questions of social betterment, she lived in fullest measure to the very end and died universally respected and loved for her great gifts and her gracious personality.

LYDIA AVERY COONLEY WARD

BRILLIANT minds of all races, all sects, and all classes found a converging point in Mrs. Coonley Ward. Her's was a home and a mind open to all sincere comers. A philanthropist in the truest sense, she never gave through conventional channels, but helped generously those whose needs she knew by actual contact. Brilliant, charming, and affluent, she was "at home" to leaders of lost causes as well as leaders of triumphant causes. She was the friend in need of hundreds of obscure authors, poets, artists and musicians, some of whom will live forever. Mrs. Coonley Ward's greatest object in life was to make the lives of others more richly complete. She succeeded so well that she was beloved of all who knew her. An author herself, she attained true greatness through helping others.



Lydia Avery Coonley Ward was born in Lynchburg, Virginia, January 31, 1845. She was the daughter of Benjamin F. and Susan Look Avery. Much of her early life was spent in Louisville, Kentucky. She attended school there as well as in Utica, New York, and Philadelphia. In 1867 she was married to John Clark Coonley. The Coonleys made their home for two years in St. Louis, Missouri, then returned to Louisville for a period of four years and finally established themselves in Chicago in 1873. From that time on Chicago was Mrs. Coonley Ward's home, though much of her time was spent in her summer home in Wyoming, New York.

Mr. Coonley died in 1882 leaving Mrs. Coonley with six children, Mary, who became Mrs. Thomas Hollis; Avery, John Stuart, Sarah, who became Mrs. W. W. Davies; Howard and Prentiss.

In 1897 Mrs. Coonley married Dr. Henry Augustus Ward, a scientist known the country over. He died in 1906. Mrs. Ward founded a summer school at her home in Wyoming in 1914 and for the two succeeding summers conducted it with great success. But the experiment only strengthened her in her original belief, that true education comes through friendly contact in the home and she returned to her previous life of making others more happy by opening opportunities for friendship and expansion and success to them.

During her early married life Mrs. Coonley Ward wrote regularly for "Home and Farm" under various pen names. Later she contributed a regular weekly letter to the "Wyoming Reporter." She wrote extensively during the years of her life for other periodicals and in addition published the following works: "Under the Pines, and Other Verses"; "Our Flag", a cantata for which Dr. George F. Root wrote the music; "Singing Verses for Children"; "The Magic Hour"; "Love Songs"; "Christmas in Other Lands"; "Washington and Lincoln"; "The Melody of Love"; and "The Melody of Childhood".

A personality such as Mrs. Coonley Ward's could not help but be a power in whatever circles she moved. She was a member and a leader in the following clubs: Chicago Woman's club, of which she was president in 1895 and 1896; Fortnightly, Cordon, Woman's City Club, Chicago Political Equality League; Little Room Society of Midland Authors; Authors, of Boston; Woman's City Club; Century Club; Wednesday Club and Memorial Art Gallery of Rochester, New York; the Buffalo Guild of Fine Arts; and the Susan Look Avery Club of Wyoming, New York. She was a governing member of the Chicago Art Institute.

Though not affiliated with any church, Mrs. Coonley Ward was a devout woman, seeking the good that she felt could be found in all religions.

Those who knew Mrs. Coonley Ward tell us that her favorite occupations were reading, writing, talking, thinking, home-making and above all, helping others to a fuller and richer life. About her home revolved so much of the cultural life of Chicago that her memory is treasured by thousands to whom she gave a brighter outlook.

DR. MARY HARRIS THOMPSON

PERHAPS the finest monument that could possibly be erected to the memory of Dr. Mary Harris Thompson is the name still given, by the older residents of Chicago, to what is officially the Women and Children's Hospital. They call it the Mary Thompson Hospital, though the noble woman whose name they revere has been gone to her reward for a quarter of a century.

Mary Thompson was one of the most splendid of all the fine women who made Chicago what it is today. She was a pioneer, and she had a vision—which the true pioneer must have—of the future of what she builded, and which she never permitted to be obscured or dimmed. She was Chicago's first woman surgeon, and for thirty-six years her work was marked by a brilliance not outshone by that of any man.

But it is for her work in compelling the recognition of her sex in the medical world that she is best remembered. When she came to Chicago from the medical colleges of the East, in 1863, there were but two hospitals in the city. Neither of them would permit a woman doctor to practice in them, and one was closed even to women patients! The only woman doctor who had preceded her here, Dr. Emily Blackwell, in 1852, had been dismissed from Rush Medical College and the faculty reprimanded by the Illinois Medical Society for letting her take one course of lectures.

But Dr. Thompson had already her medical education from Eastern schools, and began to practice medicine here. She found her field among the returning soldiers of the Civil War, and their needy families, and among cholera victims, and presently she had an enviable reputation. So she opened the Women and Children's Hospital of Chicago, on the North Side at the corner of Rush Street and Indiana Street, now Grand Avenue. It had only fourteen beds, and from the opening day it was full to overflowing.

But Dr. Thompson saw that the need of Chicago was for something much more far-reaching and permanent than this. It needed trained women physicians and surgeons, and a school for educating them. So, with the backing of some men physicians, in 1869 she opened the Woman's Medical College, the first in the West.

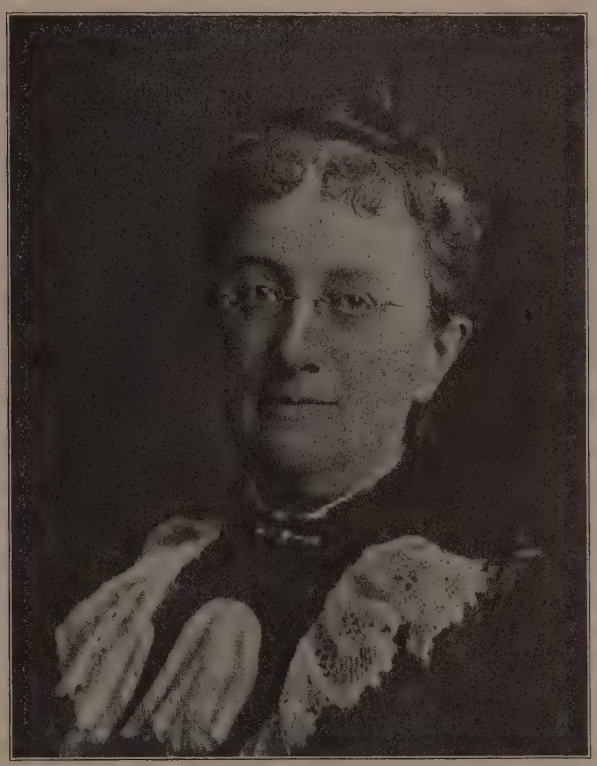
The Great Fire of 1871 swept the Women and Children's Hospital from the face of the earth, but to genius, disaster is merely apportunity. Dr. Thompson got all her patients moved safely to the home of a friend, and continued her care of them, and took on besides many others injured in the fire. She reopened the hospital in other quarters, and in 1874 further defied fate by opening in connection with it the first nurses' training school in the Middle West.

By the year 1885 the business of hospital and training schoool had so far outgrown all facilities that larger quarters were imperative, so Dr. Thompson moved far out to Adams and Paulina Streets, where for forty-three years the work which she had begun, was carried on by herself and successors with brilliant results. Large as it was, the building was soon outgrown; but the institution carried on, and the noble women of the staff after a time had with but two exceptions, the largest out-patient clinic in the city. The great new hospital, at Ashland and Maypole Avenues, completed only this year with a fund of half a million dollars.

There is often a sublimity in the last words of great souls, which casts a revealing light upon the character. No more suitable epitaph could be imagined than the last conscious utterance of Dr. Thompson, whose sole thought was for the suffering ones in her care. She said to one of those at her bedside: "Tell Mrs. Matz to see Dr. Lucy Waite, and ask her to take my private and ward patients until I am well again." And it was Dr. Lucy Waite who assumed the burden of the hospital when its founder passed from life.

LUCY LOUISA FLOWER

SOME of the great progressive institutions that make Chicago a leader in educational, sociological and philanthropic life of the world were first conceived by Lucy L. Flower—many of them would never have reached the stage of reality had it not been for her energy and her faith in them—and nearly every forward step made by Chicago institutions of this kind during the last part of the nineteenth century was taken with her full-hearted support.



Lucy Flower had come as a young girl, alone into the Middle West to teach high school in Madison, Wisconsin. In this day, that seems a trifle. But in the year of her migration, 1859, it was a courageous undertaking for a young woman and the Middle West was not then what it is today. But that step was characteristic of her entire life. When she felt in the right, she went her way regardless of danger.

The Lucy Flower Technical high school for girls, the juvenile court of Cook County and a score of philanthropic enterprises stand as permanent monuments to her.

Lucy Louisa Flower was born in Boston, Massachusetts, May 10, 1837. She was left an orphan in babyhood and was adopted by Samuel L. and Charlotte Coues and brought up as their own daughter. She received her higher education in Packer Collegiate Institute in Brooklyn, New York, and ready for the adventure of life, set out alone in 1859 for Madison, Wisconsin, where she became a teacher in the city high school.

Her keen mind which had grasped every opportunity to learn and her winning personality which made her an ideal instructor, won her rapid success in her chosen profession. In 1860 she became assistant principal of the high school and a short time later joined the faculty of the University of Wisconsin.

Her life had made her prominent in Madison circles, where she met James Monroe Flower, lawyer. They were married September 3, 1863 and ten years later both Mr. and Mrs. Flower came to Chicago where they spent the remainder of their active lives.

Scarcely a year had passed before the unresting energy which characterized Mrs. Flower's life, had found new fields of endeavor. She became a member of the board of trustees of the Chicago Half Orphan Asylum and the Chicago Home for the Friendless. In 1880 she played an important role in the campaign for the organization of the Illinois Training School for Nurses. She was a leader in the legislative campaign of 1886 for the establishment of a state industrial school and though the movement failed then, her work implanted the idea which later created the institutions.

She was the author of the Juvenile Court idea and for fifteen years labored for favorable action upon it. She assisted in organizing in 1888 the Lake Geneva Fresh Air Association to give Chicago youngsters vacations in the country. Ten years later she was elected to the office of president of the Chicago Woman's Club.

Mayor Washburne appointed Mrs. Flower a member of the school board in 1891 and three years later she was elected a trustee of the University of Illinois. She was a trustee of St. Charles Industrial School until 1902.

It was largely through the efforts of Mrs. Flower that kindergartens were introduced into the Chicago public schools.

The Flowers had three children, Elliott, Harriet, formerly Mrs. Dunlap Smith, now Mrs. John V. Farwell, and Louis.

The illness of her husband caused her to move to California in 1902. Mr. Flower died there five years later and she died there April 27, 1921.

In commemoration of her work, the first technical high school for girls was named for her.

DR. FRANCES DICKINSON

PIONEER in establishment of "equal pay for equal time," Dr. Frances Dickinson, by sheer merit and forcefulness, won admittance of women to the most august councils of world medical leaders. Her name must stand in the professional world with the names of those who won the vote for women in politics and it must stand always prominently among the leaders of thought in Chicago.

Dr. Frances Dickinson, Ophthalmic Surgeon, was born in Chicago, January 19, 1856. Parents were from Massachusetts and members of the Society of Friends.

Among her many distinctions is that of membership on the Board of Lady Managers of the World's Columbian Exposition held in Chicago in 1892-93. It was due to her activity that the members of the Board of Lady Managers received the same pay as that given to the men holding membership on the commission. This was the first enactment of the principle of equal pay for equal time in the laws of this country, as the same Act of Congress which created the Board of Managers provided also for compensation. This was a landmark in woman's progress. Equal pay from the treasury of the United States and equal representation from every state for an international undertaking were such forceful facts that also every state had its own World's Fair Board of Women and many foreign countries sent women among their representatives.

Dr. Dickinson first suggested the International Congress, which developed into the World's Fair Auxiliary Congresses, held on the lake front, and the Isabella Congresses, held in the Isabella Hotel. The first plan for these congresses was published in the Isabella Journal and sent out to World's Fair officials. It was Dr. Dickinson's idea that the Columbian Exposition should give the opportunity for the coming together of ideas, as well as materials, from all countries of the world. Previous to this, no world's fair had promoted anything but the industrial exhibit. Since 1892, congresses have been a feature of all world's fairs.

In 1886, when the International Medical Congress of Physicians and Surgeons convened at Washington, D. C., the only time it has ever met in the United States, no woman had been admitted to membership in that august body. Dr. Dickinson established a precedent, which overcame prejudice, admitted her into the Congress, and brought about full membership for women physicians at subsequent European meetings.

Dr. Dickinson was an interne of the Mary Thompson Hospital of Chicago in 1882. She became an alternate interne of the Cook County Hospital, through the first examination open to women, in 1883, and spent fourteen months abroad, eight of which were in the study of Ophthalmology.

She has been Ophthalmic surgeon to Mary Thompson Hospital, Professor of Ophthalmology in Post-Graduate Medical College, Reorganized the Harvey Medical College (co-educational) in 1894 and was its president and dean for ten years.

In 1887, Dr. Dickinson was a founder of Illinois Woman's Alliance, with Dr. Lucy Waite, organized the women doctors of opposing medical schools into The Medical Woman's Sanitary Association, which put the first woman physician into the Chicago Board of Health, and supported women physicians in sanitary activities. With Corinne S. Brown, organized Woman's Federal Labor Union No. 2703, which made the first woman's entry into the Chicago Federation of Labor; organized, with Dr. Lucy Waite, the first International Medical Women's Congress of 1893. Is a member of the Chicago Women's Club since 1886. Is a trustee of the Chicago Academy of Sciences, and a director of The Aero Club of Illinois.

Future generations will think of Dr. Frances Dickinson when they think of those Chicago women who have set new channels of thought in motion and opened new fields of opportunity.

JANE ADDAMS

A BANKER'S daughter, Jane Addams first encountered real poverty in London. Such a deep impression was made on the young girl's mind that she never forgot the pinched white faces, the undernourished bodies and the eloquent eyes of the thousands of unfortunate found in the British capital as in other great cities of the world. That experience caused Jane Addams to dedicate her life to giving the "under dog" a better chance. She performed her adopted work so well that she has been called by competent historians "the best known woman of her age."

The daughter of John Addams, friend of Lincoln, Jane Addams, was born in Cederville, Illinois, September 8, 1860. Her father's devotion to the high Lincoln ideals soon was picked up by her and she never deserted it.

Being graduated from Rockford College in 1881, Miss Addams sought a career in medicine as the most humane life work but her health would not stand the strain. It is smilingly remarked by friends now, that after Jane Addams found her real life work, she expended more energy on it than any ordinary three doctors put into their profession. And her physique has withstood the test.

While in London Miss Addams visited Toynbee Hall that first of all social settlements in the world. She saw how far a kindly hand could help the underprivileged to win places for themselves, the thousands of boys and girls robbed of their opportuntities, by the poverty of their parents.

Back in Chicago, Miss Addams' dreams began to materialize. A district on the near West side undergoing its great change was threatening to become the worst of slums. With Ellen Gates Starr, Miss Addams occupied an old mansion at 800 South Halsted Street and started something that has become not only one of Chicago's most famous institutions, but an organization that is studied the world over. It was Hull House, Chicago's first social settlement, founded in 1889.

At Hull House, Children's clubs were organized, then came sewing classes, language classes, painting, wood carving, manual training classes. Literature groups, the famous Hull House Players, cooking, housekeeping, business were taught. A nursery was established. Hull House had opened the doors of success to thousands of newly arrived immigrants.

In 1909 Miss Addams was unanimously elected president of the National Conference of Social Work. It was the first time a woman had held that post. She presided at the International Woman's Conferences of 1919, 1921 and 1924. For years she was active in the fight for universal suffrage for women. She was an ardent worker for World Peace, even during the participation of America in the great struggle. With a quiet smile she bore abuse as a "pacifist" as she had borne praise as a social worker.

She is an author, a distinguished lecturer and a friend of great men and women of every land.

Today Jane Addams is regarded as one of the foremost women of the age. Beloved of all who have had the privilege of her acquaintance personally, admired by millions of people the world over who deeply appreciate the splendid achievements made by Miss Addams in the fields of philanthropy, political advancement and social service, she undeniably occupies a unique place in the world's esteem.

Some years ago a questionnaire in which various Chicagoans were asked to name the women whom they regarded as the most worthy of note brought forth the name of Jane Addams more often than any other. Quietly inviting none of the applause which is so rightfully hers, Miss Addams has during her own lifetime become a historical character.

And none has helped more to make Chicago respected than the subject of this sketch, to whom every Chicagoan refers with pride.

MRS. POTTER PALMER

MRS. POTTER PALMER—the name calls up a host of brilliant memories; elegant carriages in brisk procession down shady boulevards; perfectly appointed tables, glittering with silver, gold and crystal and white linen; the Windy City; the great "Castle" on Lake Shore Drive and the famous New Year's ball, with its hosts and its laughter. And over all, ruling supreme as charming a queen as Chicago could have, the social dictator, Bertha Honore Palmer. And even then the picture is not complete. For Mrs. Potter Palmer, after her husband's death, assumed control of his affairs and managed them so that her fortune was doubled. The title of business woman must be added to the long list of her accomplishments.

Bertha Honore was born in Kentucky, the daughter of Henry H. Honore and Eliza Forsey (Carr) Honore. She "was bred in old Kentucky," and her southern charm won Chicago a warm spot in the hearts of the princes, the presidents, the great writers, artists, politicians of the day, who sat at her table.

Educated in a convent at Georgetown, the charming Miss Honore arrived in Chicago as the period of its niceties was setting in as a reaction to the hardships of pioneer days.

The year of the great fire, 1871, was one of momentous events in Miss Honore's life, for in that year she became Mrs. Potter Palmer, and, through her own grace and distinction and the position of her husband, became the social dictator of almost absolute power.

Potter Palmer had written his name in large letters across the Chicago of pre-fire days. But that great tragedy had wiped his accomplishments entirely off the slate—had left him for his labors an extensive heap of ashes. Perhaps it was the tenacity with which he refused to give up that won his bride and perhaps it was her vital energy, her keen interest in his rebuilding program that, touching off her charm, drew him to her. At any rate, the newlyweds set to work with remarkable energy. Palmer, who had lost thirty-two new buildings in the fire—buildings that had moved the city's business district from Lake Street to State Street—Potter Palmer with the help of his young wife, borrowed money and began all over again. In the year of his marriage, the Palmer House was begun.

The "castle," at 1350 Lake Shore Drive, the imposing Palmer residence that stood in an entire block of its own, was built. The mere fact of its being built "made" the Gold Coast. Affairs progressed financially and socially. The famous New Year's party became a tradition. Recipients of invitations to that affair were the receivers of the equivalent of a "ticket" to society. They were made. Other doors were open to them.

Mrs. Palmer was elected president of the board of lady managers of the Columbian Exposition. She traversed Europe interesting foreign governments in the fair. She succeeded. She was appointed by the president of the United States the only woman member of the national committee for the Paris Exposition of 1900. She was decorated by the French government, elected to the Legion of Honor.

Potter Palmer died in 1902. She carried on the burden of his many affairs so successfully that a fortune of $8,000,000 grew to more than $16,000,000 in her hands while she carried on her social obligations at the same time. She was active in War Work and gave her Paris home, where she had received the royalty of every nation, to the United States Army for its chaplains.

Mrs. Palmer was a member of the Fortnightly, Onwentsia, Saddle and Cycle, and the Women's clubs of Chicago and the Colony Club of New York.

She died at her winter home in Sarasota, Florida, on May 5, 1918, with her sons Honore and Potter Palmer at her bed side. Her castle is making way for skyscrapers, but her vivid personality will live always in Chicago's story.

MARTHA WILSON

A STRONG believer in concentration, Martha Wilson seldom dissipated her time and strength in many directions, but centered her work chiefly around her two great interests—Smith College and the Children's Memorial Hospital of Chicago. Being preeminently an executive and an organizer, however, and as such contributing her greatest and most constructive work, she served on various boards and committees and in organizations of local and national importance.

No doubt her most conspicuous effort and successful achievement was with the Auxiliary Board of the Children's Memorial Hospital of which she became a member in 1902. Her exceptional ability and admirable work soon made itself felt, and two years later she was appointed treasurer of the Hospital, a position she filled with great credit for five years. She was then elected first Vice-President of the Auxiliary Board, and in 1921 President — a position she held until her death on Christmas day, 1923. She had consecrated her life to the welfare of the Hospital, and her beautiful spirit of service, her breadth of vision, her generosity, her enthusiasm, her wisdom, and the strength of her leadership were of untold inspiration to all associated with her. Her death was an irreparable loss to the Hospital.

Miss Wilson was born in the city of Chicago, the daughter of John P. and Catherine McIlvaine Wilson. Her early education was received at The Misses Grants' private school, from which she was graduated with high averages. She then entered Smith College where she was known as a gifted and brilliant student. During her college course she took an active part in the affairs of the College, and after her graduation served as trustee, and later as President of the Chicago branch of the Smith College Alumnae. As a fitting recognition of her services, Smith College has recently named a new dormitory "The Martha Wilson Dormitory." Interested in college girls, at all times, she in many cases, made their college education possible.

Her tastes were varied. Keeping contact with cultural activities and generously supporting the Chicago Civic Opera, the Symphony Orchestra and the Art Institute, she was fond of sports and at one time was a recognized golf expert. Gardening and farming also claimed some of her time and attention; for years she successfully maintained and operated a fruit farm near her summer home at Charlevoix, Michigan, supplying fruits and vegetables for the Chicago Club at Charlevoix and many nearby markets. She also had a love for and appreciation of fine etchings, and owned a small but choice collection. Books, too, were her delight, and today part of her private library is owned by the College Club of Chicago and kept in a room called "The Martha Wilson Room." Holding membership in many clubs, social, and literary, both in Chicago and in New York, she at one time was an officer of the Fortnightly Club of Chicago.

Speaking again of her hospital work: the Hospital grew and prospered wonderfully under her wise leadership. Not only did she give to it most generously, but she devoted herself heart and soul, to its best interests.

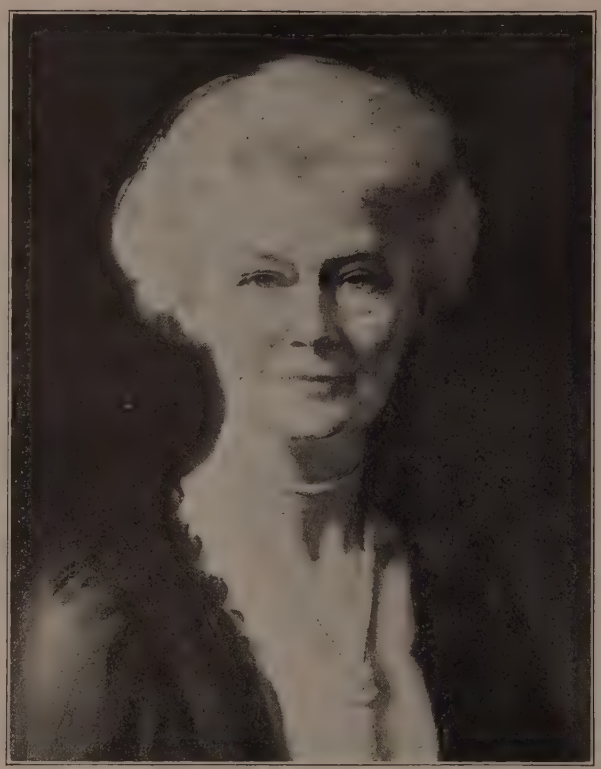
And something far subtler and finer she gave than any mere material prosperity could attain, something which cannot be measured or computed in statistics—she infused with the work of the Hospital a spirit of harmony, of peace, and good will, of unselfish co-operation in all its activities and an enthusiasm which perseveres and achieves.

In addition to the activities mentioned, many other broad movements of educational and civic importance received her sympathy and ready co-operation. Her place in the life of Chicago, cannot be filled. To have known her strengthens one's faith in human nature and in all that is fine and noble and good.

MABEL SLADE VICKERY

MABEL SLADE VICKERY, nationally recognized educator and founder of the Chicago Latin Schools for boys and girls, was born at Winchester, Massachusetts. Her father was Jonathan Albert Vickery, Architect. Her mother's maiden name was Esther Bosworth of Mayflower descent.

Miss Vickery's first paternal ancestor in the new world was Jonathan Vickery of Hull and Boston, who preached in the old church called "The Ship," still standing in Hull. On the maternal side Zaccheus Bosworth, in 1636, resided on the corner of Tremont and School streets, Boston, opposite the site used later for the first Boston Latin School, founded to prepare boys for the new college endowed by John Harvard and today known as Harvard University.



In 1884 Miss Vickery, while preparing for Radcliffe College, then only the humble "Harvard Annex," became so enthusiastically interested in the education of children that instead of entering Radcliffe she chose to enter the State Normal school of Salem, at that time the only institution teaching the Theory and Practice of Education. From this school she was graduated in 1886. In the following year she made a study of schools in and around Boston, especially the famous "Quincy System" inaugurated by that distinguished pioneer in education, the late Francis W. Parker.

In 1887 Miss Vickery came to Chicago at the urgent request of a small group of parents who had become interested in the educational principles of Francis W. Parker, to direct the studies of twelve boys about eleven years old for a period of two years, or until such time as they should be qualified to enter Eastern schools. This select school was located in the home of the late Eliphalet W. Blatchford. At the expiration of the two year term General and Mrs. Alexander C. McClurg invited a group of eleven boys to study with their son in their home at the corner of Lake Shore Drive and Scott street, and Miss Vickery was placed in charge. In 1892 the little school was provided with a home of its own, a small house on the corner of Division and State streets.

In 1898 this school was incorporated by Miss Vickery and Robert P. Bates and a new building erected at 18-20 E. Division street. In memory of the Boston Latin School the new corporation was named the Chicago Latin School. At first both boys and girls were received as students. As early as 1902, however, a separate department for girls was established in the old Kirkland School building, 54 Scott street. The high standard of work performed in this school was demonstrated by the six graduates of 1907, all successfully passing college entrance examinations. Two obtained a record of one hundred in mathematics, one of the two who entered Bryn Mawr won the prize offered by that college for the best entrance examination in the West, and one became the president of her class. This unusually high standard of excellence has been maintained by Miss Vickery's graduates throughout the years of her leadership in the schools for both boys and girls. In 1913 the girls' department was incorporated as the Chicago Latin School for Girls and its present home at 59-69 Scott street was built. This school is the visible expression of the ideals of Miss Vickery. The element of beauty was emphasized in the construction and furnishing of the building, and in the emphasis given to courtesy,—beauty in the social sphere. The opportunity for physical development is evidenced by the playground. The high standards set by her forty-two years of teaching have become a tradition in the lives of a large number of Chicago's most worthy citizens.

If to have created an educational institution in answer to a definite need and to have established it on a sure foundation for the future be the mark of a rich life, then Miss Vickery's has been rich beyond the power of this short history to tell.

ANNA WILMARTH ICKES

MRS. ANNA WILMARTH ICKES, daughter of the late Henry M. and Mary Hawes Wilmarth, has been a personality in the contemporaneous history of Chicago. She has achieved notable success in fields newly opened to women. An American of the eighth generation, Mrs. Ickes comes of a long and distinguished American ancestry. The original Wilmarths in this country settled near Rehoboth, Massachusetts, later moving to Newport, New Hampshire. On her mother's side she is descended from five of the Mayflower passengers as well as from Gov. Thomas Mayhew.

Mrs. Ickes was born in Chicago on January 27, 1873, in the family homestead, which at that time stood on one of the lots now occupied by the Congress Hotel. Her father was in the lighting fixture business and was one of the organizers of the First National Bank. She attended the old South Division High School, Miss Hersey's School in Boston, and, briefly, a French boarding school in Paris, France. She matriculated at the University of Chicago in the early days of that institution in the fall of 1893. During and after her school and college days she traveled extensively in Europe.

With her background and training it was almost inevitable that Mrs. Ickes should take a deep interest in educational and social welfare problems. She shared her mother's interest in Hull House. Like another of her ancestors, the Reverend Thomas Mayhew, she has been interested in the American Indians, especially those of the South West, whose cause she has championed on many occasions. She served for two years as president of the Chicago Woman's Club; she is a member of The Fortnightly, of which her mother was president for two terms; she was a charter member of the Woman's City Club; she is on the Board of Directors of the Woman's University Club and has served in the same capacity with the Society of Mayflower Descendants; she is a member also of The Cordon, the League of Women Voters, the Winnetka Woman's Club, the National Consumers League and kindred organizations. Mrs. Ickes is a member of the Episcopal Church.

An advocate of woman's suffrage long before women had the vote, Mrs. Ickes identified herself with the Progressive party when it was organized in 1912, and served as a member of the County Committee. Following the 1916 elections she went back to the Republican party which originally had held her allegiance. She was elected a Trustee of the University of Illinois in 1925. Before the expiration of her term, however, she was elected to the Lower House of the legislature from the Seventh Senatorial District by a record vote. She is at this time serving as a member of the legislature and has already obtained an enviable position and influence in the House.

At the time of the World War Mrs. Ickes busied herself with war work at home. Her daughter went abroad early in the war as a nurse's aid under the Red Cross and her young son, interrupting his studies at the University of Wisconsin, enlisted as a private at the age of eighteen and came back from France a First Sergeant in the 331st Field Artillery of the Blackhawk Division.

Mrs. Ickes is the wife of Harold L. Ickes, a Chicago lawyer. The Ickeses have four children: Frances (Mrs. W. ReQua Bryant), Wilmarth, Raymond and Robert. Since 1916 the family home has been in Hubbard Woods.

It is not only for her achievements in public affairs and her broad humanitarian interests that Mrs. Ickes is distinguished. She has made a beautiful home for her family, she is a wise and sympathetic friend, charitable in her views of those who may differ with her in opinion, quick to see the good in others and to lend a helping hand when and where she can.

EDITH ROCKEFELLER McCORMICK

CHICAGO, the city of pioneers, can boast few greater than Edith Rockefeller McCormick, who entered real estate, one of the fields left usually to men, and took a leading role in the development of the hundreds of little communities that wreath the great city with a crescent of domestic happiness.

As patron of opera, music, the arts, and higher learning, she has given to the city a touch of old world culture and a leading rank as a center of the fine arts.

Edith Rockefeller was born in Cleveland, Ohio, August 31, 1872, the youngest daughter of John Davidson and Laura Celestia Spellman Rockefeller. Her father was just then forging the industrial giant, Standard Oil, and through her entire life Edith was given the advantage of wealth and education, travel and contact with the greatest minds of her age. She was brought up in the traditions of her family and taught to keep sacred the memory of Peter Rockefeller, who had come to America in 1723 from Germany.

After preparation in American private schools Edith Rockefeller went to Europe to receive the fine polish of study with the most noted professors of the day. How well she kept the trust placed in her with this education is exemplified in her later patronage of learning both in America and Europe. Marriage and the rearing of children which so often means stagnation for the wife and mother, interfered in no way with her continued studies.

Back from Europe, Miss Rockefeller faced a brilliant future. On November 26, 1895, she was married to Harold Fowler McCormick, son of Cyrus McCormick, the inventor, whose Harvester business then had assumed the proportions of a world wide industry, and as the wife of Mr. McCormick she continued to strive to bring enlightenment to the thousands who had no privilege but to work for their daily bread. Chicago kindled dreams of empire in the young matron, and before long she was deep in the story of Chicago's progress as a realtor. Her subdivisions gained more and more importance until in recent years the company which she sponsors has become one of the largest in the city.

She was an instigator in the organization of the Chicago Grand Opera Association and personally was responsible for introducing to Chicago some of the greatest artists of the age. It was in Chicago and with the patronage of Mrs. Edith Rockefeller McCormick that Galli-Curci began her meteor-like career.

She was a leader in organizing the Chicago Band association, and recently Mrs. McCormick donated an estate in Riverside, a suburb of Chicago, for the most complete zoological gardens in the world. She was one of the organizers of the Chicago Juvenile Court. She has formed many clubs for the study of foreign languages and manners. The French school in 1907 and the Italy club in 1908 being outstanding examples. A student of analytical psychology, she gave the money in 1914 for the translations of Dr. C. C. Jung into many tongues. Two years later she endowed the Psychological Club in Zurich. She was a founder of the John Rockefeller McCormick Memorial Institute for contagious diseases in memory of her son, who died of scarlet fever in 1901. Mrs. McCormick is a member of the following clubs: Onwentsia, Shore Acres, Casino, Cordon, Arts, Friends of China, Illinois Women's Athletic, Women's City, Illinois Women's Republican, Women's Roosevelt Republican, and Pensman's of Chicago and Congressional Country of Washington, Daughters of the American Revolution, Huguenot Society, Colony and Club de Vingt of New York and the Psychological Club of Zurich.

Mrs. McCormick is the mother of five children: John Rockefeller, now dead; Harold Fowler, Muriel, Editha, now dead, and Mathilde, now Mrs. Max Oser of Switzerland.

MRS. JACOB BAUR

THE power to visualize, to see clearly the desired condition, then set in motion the powers that make it reality—this is the secret behind the story of Bertha Baur—a story that O. Henry would have loved— the tale of the "ambitious working girl" risen to a position of wealth and leadership.

Bertha Duppler, as a very young girl, left her Wisconsin home to fight her own battles in Chicago. She had decided what she wanted, through that power of visualization, and set out immediately to get it. The first step was a painstaking education. By studious application she transformed the high school graduate country girl to a skilled worker with hand and brain. Earning her own way at the age of seventeen, she nevertheless won her graduation from the Metropolitan business college. From then on, with a weapon of skill to help her, she made rapid progress.

Entering the business world by the first door that was opened she soon had won a position of semi-political power as secretary to the Postmaster of Chicago. Here we see the true woman emerging, having won in man's battle field of business, she gave up none of her femininity. Her kind heart, and generous helping hand made her the natural magnet of the unfortunate during her years in the Federal Building.

Many are the stories told of Bertha Baur, that indicate this period of her life was a time of high diplomacy rather than of secretaryship. She was the possessor of true business tact and the helper of many in need, by the placement of the right word at the right time.

It was at the federal building too that she first had her interest in politics and law aroused—an interest that was later to bear fruit when she became one of the keenest minded feminine leaders of the Republican Party. She afterwards studied law, receiving her degree at the Chicago Kent College of Law in 1908.

Her marriage to Jacob Baur came November 23, 1908, and Mrs. Baur gave up her active business life to become the homebuilder. Her husband was founder and president of the Liquid Carbonic company and when his sudden death in 1912 ended their short but happy married life, Mrs. Baur was equal to the emergency. Continuing with scrupulous care to guide the life of her little daughter she again stepped into the business arena, this time as a director in the destinies of the company her husband had raised from humble beginnings with $75,000 to a $9,000,000 concern. The same energy with which she had attacked earlier problems, characterized Mrs. Baur's onset upon the world of finance. The company flourished and she became a financial authority, teaching other women what she had gained by experience.

Mrs. Baur was chairman of a committee that raised $1,000,000 for the Chicago Civic Opera, chairman of the Liberty Loan Women's Division of Chicago and Cook County, and vice-chairman of the men's division of the same organization. She was vice-chairman of the Chicago German Relief committee, was first secretary of the American fund for French Wounded in 1917, was the latest president of the Chicago Equal Suffrage association. She was a director in the Federal Securities corporation; chairman of the Women's Finance committee of the Republican party in 1920 and 1928. In 1928 she was appointed national committeewoman from Illinois at the Republican National Convention. Also a trustee of the 1933 Chicago World's Fair Centennial Celebration. Mrs. Baur's charities are numerous and she can always be counted on as a leader in charity affairs. She is most active in club life.

In social affairs and at the opera Mrs. Baur and her lovely daughter Rosemary are great favorites. Mrs. Baur is a living proof that a woman may be a complete success in business and politics and remain charmingly feminine.

MOLLIE NETCHER NEWBURY

THE story of Mollie Netcher Newbury is a fairy tale come true. It surpasses one's dreams. It pales the story of Cinderella to insignificance. It startles with its intensity, the complete "coming true" of its dreams.

Here are facts that definitely indicate how a man or a woman, with sufficient resources can unexpectedly fill the shoes of a genius when confronted with the sheer necessity of achieving success. The heavy burden of assuming control of one of the world's largest department stores was thrust upon Mrs. Mollie Netcher when her husband, Charles Netcher, passed away. At the time when she first became actively interested in the progress of this great store, her three sons were not old enough to assist her in the tremendous task of directing the destiny of a business that employed many thousands of people.

Mrs. Newbury is probably the world's biggest business woman, a merchant princess of her own making, a power in metropolitan real estate, the most heavily insured woman in the world and the mother of three fine sons and one daughter.

Mrs. Netcher's early years were taken up with her social affairs and the bringing up of her children, Charles, Townsend, Ethel and Irving. She counselled her husband, who bought out his partners and became sole owner of the Boston Store. She advised him to enter real estate. He did and prospered.

In 1904, Mr. Netcher took out a $500,000.00 life insurance policy and two months later died, his widow was the beneficiary.

Mrs. Netcher was grief stricken. After the first numbness had worn off, she found her only forgetfulness in work. The Boston Store was hers. She went into it, assumed charge, expanded it. She labored from early morning until late at night.

Then working quietly all the time, she acquired property which was soon to be amongst the most valuable in the loop. Business men who had shaken their heads at a woman trying to get into big business, sat up and took notice. Loop real estate soared in value. Her wealth was doubled.

The story of how Mrs. Newbury, gradually, knowingly and successfully transformed an old fashioned six-story building into a thoroughly modern seventeen story institution occupying twenty acres of floor space is a tale that could fill several volumes in the telling, fraught with interesting bits of realty, architectural and commercial problems that Mrs. Newbury met and invariably vanquished.

By 1917, after eleven constructive years, the new store showed a total gain of over twenty-five thousand square feet in coverage. From this point under her direction, the store continued to gain in volume.

It soon became known in insurance circles that Mrs. Newbury carried a million and a half dollars life insurance and in 1927 this insurance was increased to three million dollars, making her the heaviest insured woman in the world.

Ultimately Mrs. Newbury turned active charge of the store over to her sons. She retains, however, the chairmanship of the board of directors and the reputation of the best business head in the family. Many a Chicago millionaire fears to step on Mrs. Netcher-Newbury's business toes.

Her interests are not entirely confined to business. Music, art, travel—and the related activities of the mind take their place in the program of this amazing personality.

Vibrant, vivid Chicago is well exemplified in this woman who saw no obstacles to achievement—whose pioneering spirit created a new definition for feminine accomplishment.

While her financial success commands the admiration of the world at large—her success at the fine art of living catalogues her as a noteworthy woman.

MINNA MOSCHEROSCH SCHMIDT

IT WAS the indomitable spirit of a real builder which gave to Chicago the marvelous talent of Mrs. Minna Moscherosch Schmidt, who has carved a career for herself which has shed luster on the city of her adoption.

She was born of parents in moderate circumstances in a little German town, and the oldest of seventeen children. She was endowed with a vivid imagination and an overwhelming capacity for carrying her aims to completion. When she was five years old she first gave evidence of the interest along the line which was to develop into the career that made her famous. At kindergarten her teacher had told the children the story of Snow White and the Seven Dwarfs, and Minna ran home in the evening, fairly wild to create the scene with all the characters in place.

She cast her doll in the role of Snow White, and soon she was garbed in the whitest of garments. Then Minna called on her mother to supply the seven dwarfs that she might costume them. But it was the old grandmother who devised the plan of making figures out of potatoes, with wooden sticks for legs and arms, and carved chestnut heads. Then, with bits of wool glued on for hair and beard, she had all the dramatis personae.

It was characteristic of Minna that she found the little town too small for her boundless ambition, and that she took passage for America, accepting a position as governess with a Chicago family at three dollars a week. She knew, all along that her small beginning was temporary, and that it was only a necessary step toward the realization of her visions. And so she worked and saved.

In a few years she was able to open a little studio where she taught children dancing, dramatic art, and physical training of the kind she had learned in Germany.

Her mind ran to theatricals, and she encouraged her little pupils to put on plays. Not having the money to buy costumes, and remembering Snow White and the Seven Dwarfs, she set to work to make the costumes herself.

Then arose another question: were these costumes authentic representations of each character and historical period? Her artistic soul demanded authoritative knowledge as well as authenticity, and was satisfied with nothing less.

So began the realization of a vast dream conceived in a little German town. As Mrs. Schmidt learned the facts about the costume of each period, she began making little figurines and dressing them according to the standards of fashion belonging to the chosen period. As her knowledge of historic costume grew, so her activities progressed until now she has behind her a record of thirty-five years in business, and the title of Chicago's most artistic costumer. Nor is her work only for herself and her family, which consists of her husband and two sons who are her associates in business. She has presented to the Chicago Historical Society a collection of eighty-five figurines representing women noteworthy in Chicago's history.

These figurines represent every period of the city's history, and in themselves would give, to a historian, a volume on the habits and customs of early Chicagoans.

Not only in the costuming, but in each figure, its attitude and bearing, has she preserved for future generations the fascimiles of these women who played their important parts in the building of Chicago into what it is today.

Mrs. Schmidt is a national authority on historic costume. Travel and scholarly research have had a large place in her progress toward success. Now she finds herself not only a costumer, but a lecturer, a Bachelor of law, having taken her degree at the age of 58, as well as founder and Dean of the Schmidt College of Scientific Costuming.

REUBEN H. DONNELLEY

ONE of Chicago's most lovable and most valuable sons, Reuben Hamilton Donnelley, has just passed from life as this volume is going to press. He had already given—with much modest hesitation and with many reservations—the data for this sketch of his life, and it had not yet been written when he passed away.

Mr. Donnelley was not a native of Chicago, but this city had been his home since he was two months of age. His parents, Richard Robert and Naomi Shenstone Donnelley, brought him here at that age from Hamilton, Ontario, where he was born on August 20, 1864. And here he was educated in the Hyde Park public schools and the University of Chicago.

His father was a printer and publisher, and from his earliest days his ambition was to become a member of his father's firm. His first employment was in the compilation of the Chicago City Directory, which the elder Donnelley published.

Among the many friendships which blessed his life were those of Dr. Arthur D. Bevan, J. O. Hinckley, John T. Pirie, John B. Drake, William E. Kelley, Edward F. Swift, Wallace De Wolf, D. Mark Cummings, George A. Seaverns, John E. Cornell, Edmund A. Russell, Silas Strawn, William R. Linn, Herbert E. Goodman, Edward Frazier and William C. Goudy.

He was married on October 8, 1891, to Miss Laura Thorne, daughter of George R. Thorne and Ellen Cobb Thorne. Their children are Thorne and Eleanor.

The ambition of Mr. Donnelley to become a partner of his father was realized when he was taken into the firm under the name of R. R. Donnelley & Sons Company. He was vice-president of the firm when he died, also president of his own firm, the R. H. Donnelley Corporation; and at one time president of National Directory Association, also for one year president of Chicago Stock Exchange. He was a most successful business man, and by his foresight, steady application and sound judgment, amassed a fortune.

In politics Mr. Donnelley was a Republican, but he never was a partisan. He neither held nor sought public office, but took a man's part in whatever public duty was required of him. He loved his country with a passion inherited from a line of distinguished English ancestors, which included Thomas Strahan Shenstone, Sir John Elliott, and the poet, William Shenstone.

His tastes, indeed, were those of an English gentleman — hunting, boating and outdoor life. He loved blooded dogs, and was an expert with the gun, often breaking one hundred pigeons in succession. Also he was a connoisseur of art, and was very fond of collecting etchings and paintings. His favorite books were biography, the tales of Dickens, and as a youth, J. Fennimore Cooper, Alger and Oliver Optic.

Mr. Donnelley was a member of the Arts Club, Casino, Racquet, Onwentsia, Old Elm, Shoreacres Golf Club, Arts Club, Grand Island Shooting Club, the Union League and the Chicago Club. He was a life member of the Art Institute and Field Museum.

But those who knew him best loved to think of him, not as the head of a powerful corporation, but as a friend, very human, with little frailties of his own and a vast charity for the greater weaknesses of others. As one wrote of him not very long ago, he was:

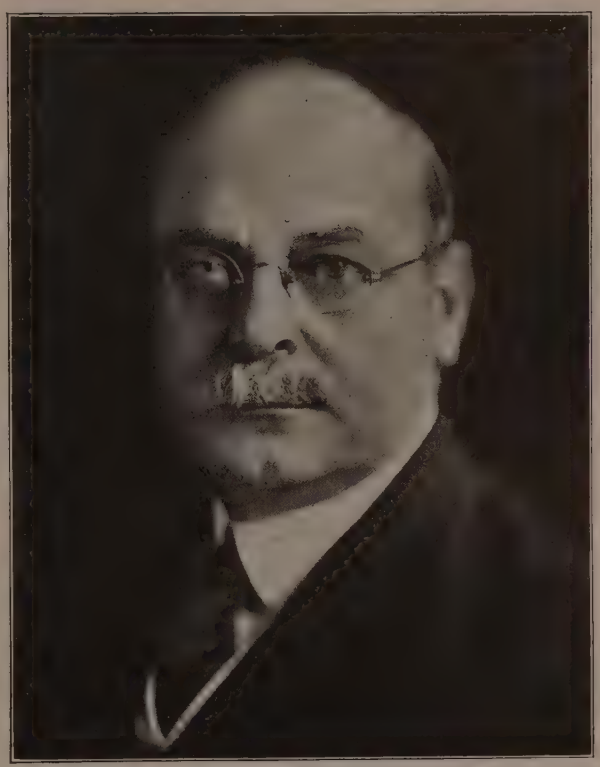
"Admired, beloved and trusted by rich and poor alike; quick to praise, slow to censure; first to commend and encourage, last to belittle and detract; an optimist of high degree—a dreamer who did things."

The best summary of Reuben H. Donnelley's character was that voiced by one who had known and loved him all his life:

"He had a genius for friendship."

ALFRED D. COWLES

FORTY years of Chicago—forty years of commercial rivalry, of gigantic building activity, of the conflicts and harmonies of the millions that are Chicago—forty years of law in Chicago have made history. And Alfred D. Cowles, lawyer, has had no mean role, no minor stage position in the dramatic epic that has unfolded its plots and counterplots as he practiced his profession in the city whose streets were growing ever more crowded, whose skyscrapers were growing ever higher, whose drama was becoming ever more intense.



Alfred D. Cowles has not played a grandiose sensational role in his city, but has contributed definitely to the solidity of the great interests that balance the surface waves of activity with their slow but sure progress. Born in Chicago, he has watched its growth as he would a child of his own, has cherished its physical and cultural development with real love.

Alfred D. Cowles first saw the light of day on February 5, 1865. He is the son of Alfred and Sarah Frances Hutchinson Cowles. He was educated in public and private schools here and received his bachelor of arts degree from Yale University in 1886. For two years he pursued a post graduate course in the liberal arts—a course which later was to bear flower in his contributions to civic culture in Chicago—and in 1886 and '87 he studied in the law school there. Returning home he continued his studies through 1888 and 1889 at Northwestern College of Law.

He took his examinations and was admitted to the Illinois bar in 1889 and began a practice that has continued throughout his life with the exception of the years between 1898 and 1901, when his interest in the Chicago Tribune won him from the bar to active newspaper work as secretary and treasurer of the Tribune Company.

But his lengthy studies had prepared him for a distinguished career at the bar and he soon returned to take up that thread of his life where he had dropped it and carry it to its ultimate conclusion.

But like most great lawyers of the city, his practice led him to wider interests than the bar itself. He became a director of the Tribune Company, the American Radiator Company, the Continental and Commercial Bank and the Rialto Trust Company and his value as a leader in large commercial and financial enterprises is as high and as much in demand as his worthy services before the bar of justice and in the conference rooms where so many modern disputes are settled before they reach open court. He is a man of affairs whose counsel is sought by other men of affairs and whose word carries weight.

But through the stress of his active career and the demands upon his energy he has never forgotten the Chicago of his youth and the hero worship he as a boy, felt for the pioneers who left civilization to head West and build a new civilization. He is active in the work of the Chicago Historical Society and is a life member of the Art Institute of Chicago, handing on to others the advantages he enjoyed in youth.

Mr. Cowles is a Republican and an intelligent follower of affairs political, though seldom actively engaged in the struggles of public life. He is a Unitarian in religion.

On November 28, 1890, while he was following his "journalistic Interlude" he was married to Elizabeth Cheney of South Manchester, Connecticut, who is now dead. Mr. Cowles has four children, Alfred, Jr., Knight Cheney, John Cheney and Thomas Hooker.

A man active in the city's affairs, he is a member of the University, Chicago Attic, Casino, Shore Acres, Saddle and Cycle, Onwentsia, and Old Elm clubs of Chicago; the University of New York and the Louisiana Gulf Coast and Coleman Laje of Tourville, Quebec. He lives at 1120 Lake Shore Drive.

GEORGE W. DIXON

TO BE accounted one of Chicago's most public-spirited citizens is a guerdon of merit accorded only after essential and long-continued service, and such must be the estimate in which we hold the subject of this sketch, George W. Dixon. That in his own right, too, notwithstanding the great tradition that was handed down to him from his father, —whose happy disposition and love of mankind have descended to his son.

Born in Chicago on September 16, 1866, the son of Arthur and Anne (Carson) Dixon, graduating from Northwestern University with the A. B. degree in 1889 and the LL. B. degree in 1892, he began his business career as a lawyer, early winning high commendation as a receiver for corporations. Active since 1900 as vice-president and treasurer of the company, in 1917 he became president of the Arthur Dixon Transfer Company, and it is by reason of the executive ability, energy, and legally trained mind of George Dixon that, amid the increasing complexities of Chicago's forwarding trade, the scope of the business has been kept constantly expanding, keeping pace with the improvements of the age.

Mr. Dixon is a director of the Grand Trunk Western Railway System, the B. & O., Chicago and Connecticut Railroad, the Central Trust Company of Illinois, the Chicago Morris Plan Bank, the Security Life Insurance Company and of various other companies.

Great as is the importance to Chicago and the country of reliable service along lines of commercial endeavor, still commercial endeavor has never been the "be all and end all" of life with the Dixons. Probably the greatest personal satisfaction in the whole career of George W. Dixon has been the completion under his chairmanship of the splendid edifice whose spire soars aloft at the southeast corner of Clark and Washington Streets, known far and wide as a landmark—"The Chicago Temple." The church, very beautiful with its English Gothic exterior, and its exquisitely colorful interior is a monument to Christian citizenship, to which thousands of men, women and children, of all denominations, point with pride.

It is the only church edifice in the Loop district, and is erected on the same site occupied by the little frame church of 1834 which, like Noah's Ark, was floated over the flood to lodge on this spot ninety-five years ago. As President of the board of the First M. E. Church, and Chairman of the building committee, Mr. Dixon, with his wife, has given unstintingly of time, thought and money to this enterprise. For thirty-five years Mr. Dixon has served as Superintendent of the Sunday School of this church. He also has presided over the Methodist Social Union, and the Home Missionary Society for fifteen years and is vice-president of Kobe College Corporation. As President of the General Laymen's Association of Methodists, a world-wide organization, he holds the highest office the church can confer upon a layman.

A Republican, the Senator from the First Illinois District, 1903-7, Mr. Dixon also was a delegate to the Chicago Charter Convention of 1907 on the staff of Governor Yates with rank of Colonel, 1908; presidential elector, chairman of the Electoral College, 1908, and president of the Hamilton Club in 1909.

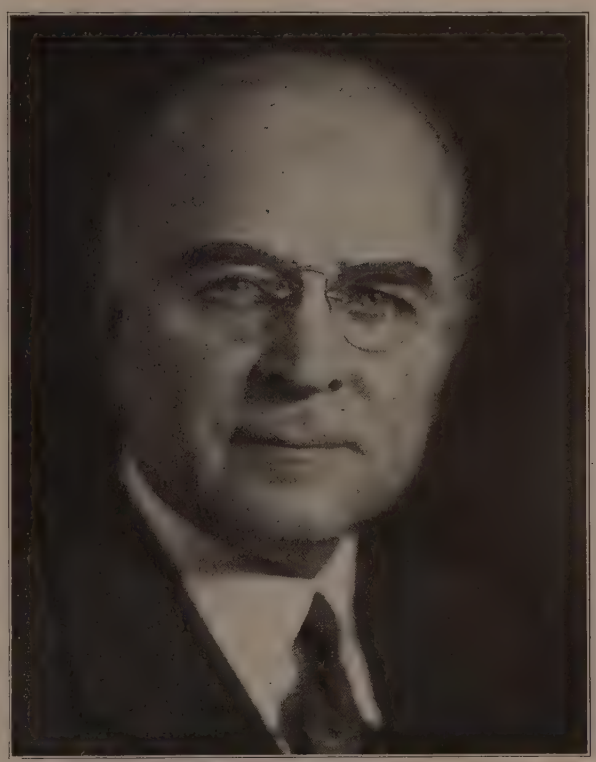
Mr. Dixon is first vice-president of the Union League Club, Chicago Historical Society, and Collegiate Club; a member of the University, Chicago, Chicago Athletic, City, and Racquet Clubs; 32nd degree Mason; member of the Chicago Plan Commission, president of Wesley Memorial Hospital; president of Boys' Week; trustee of Northwestern and American Universities and a member of the Chicago World's Fair Committee of 1933.

In 1903 Mr. Dixon married Miss Marion E. Martin, who died in 1926. Their children are Marion Martin and George William, Jr.

GEORGE ALFRED SEAVERNS, II

EIGHTH in descent from John Severans, who came to Boston from England in 1637, George A. Seaverns was born in Chicago on January 20, 1864, in the house of his grandfather, Peter L. Updike, on Michigan Avenue, between Madison and Monroe Streets.

His early school days were passed in the Haven and Moseley Schools. One of his early recollections is the Chicago Fire. He recalls seeing Wabash Avenue packed solid from fence to fence with people tramping silently to the prairies to escape the burning city, his father's house at once becoming a refuge for homeless friends, and a dispensary of sandwiches and coffee to all who needed them.



About 1873 the family moved to Michigan Avenue and he attended Ira Allen's Academy on Twenty-Second Street between Wabash and Michigan Avenues, and later the Harvard School. In both schools Mr. Seaverns recalls many sons of pioneer families, among them, Alfred and Will Cowles, Leroy Fuller, Marshall Field, Jr., Allison Armour, J. Ogden Armour, Edson Keith, Louis Spruance, Edward Doane, Kellogg Fairbanks, Finley Barrell, Robert Hamill, and James M. Walker. At seventeen he left school to go to work in his father's grain elevators, wearing overalls and working from seven in the morning until six o'clock at night. In the days before unions these were the working hours. In this way he gained the practical experience that was the basis of his later success in the grain business.

But the young man's life was not all work. In the days when the high bicycles came into vogue he was bugler of the Ariel Bicycle Club, and Alfred Cowles, who rode the highest wheel in the club, was president. Races were run in the balcony of the old Exposition Building. Later shooting and polo, which started in 1893, were indulged in at the Washington Park Club and later at Onwentsia. In 1901 young Seaverns, with eight others, bought the first horseless carriages sold in Chicago, all being Haines-Appersons.

George Seaverns early settled down to business, joining the Board of Trade in 1885. About this time by building the Alton Elevator (capacity 1,800,000 bushels) and, in 1889 the Mabbatt Elevator, a grain cleaning house of 1,300,000 bushels capacity, new and valuable experiences were brought into the young man's life by his far-seeing father, who in the latter year gave his son an interest in the business.

In 1886 Mr. Seaverns was united in marriage with Clara I. Currier, a daughter of B. W. Currier, of Lynn, Massachusetts, whose ancestors came early to Marblehead. They have two sons, Louis C. and George A., III.

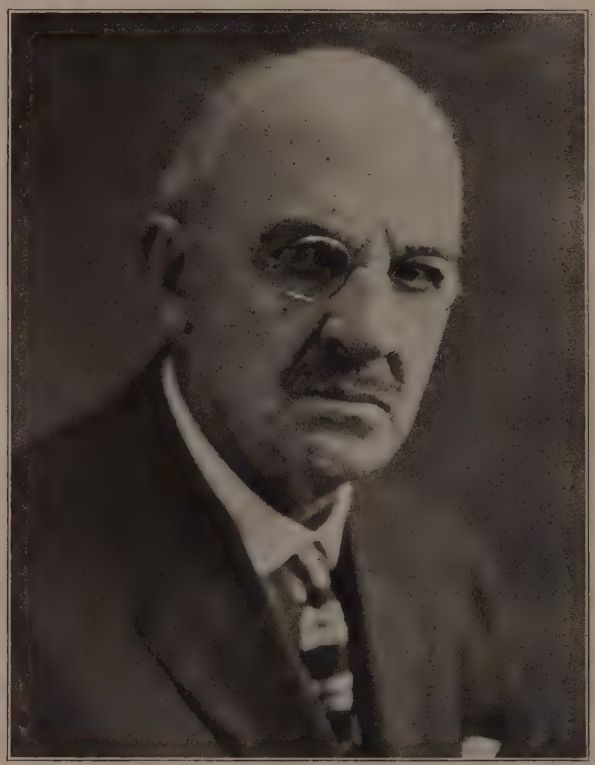
Until 1901 Mr. Seaverns divided his time between the elevators and the Board of Trade. The house of Seaverns was prominent in all the corners created by the influential men of that period, among these being Lyon, Hutchinson, Armour, McGeogh, Kirshaw, Harper, Cudahy and Leiter.

In 1901, the elder Seaverns retiring from business, George A. Seaverns, II, formed the Alton Grain and Alton Elevator Companies, taking over the elevators from his father until, on the death of the latter, he left the grain trade to manage his father's estate. In 1908 and for ten years thereafter he was associated with the Armour Grain Company, leaving them in 1918 to devote his time for the next three years to the Chicago Board of Trade and the Chicago Stock Exchange.

In 1921 on the return of his son Louis, from the war, he formed a stock and grain brokerage partnership with him under the name of Seaverns & Co. In this business he continues with unabated zeal. Until the removal of his home to Lake Forest in 1913, Mr. Seaverns attended the St. Paul's Universalist Church, where he was a trustee for a number of years. A Republican, he is a member of the Chicago Racquet, Attic, Onwentsia and Shore Acres Clubs.

HENRY R. HAMILTON

HENRY R. HAMILTON, president of the Nubian Paint and Varnish company, is one of Chicago's own true aristocracy, which despite the seeming contradiction, is also of the truest Democracy. Born to a family of true Americans, whose ancestors on both sides settled in the very early days of the New England colonies and fought in the Revolutionary war, Mr. Hamilton has lived all his life in Chicago and its neighbor Oak Park, has conducted his business with unusual ability, and has been a public leader of unquestioned integrity.



Mr. Hamilton was born here, February 5, 1861, the son of Henry E. Hamilton and Caroline L. Raymond Hamilton. His father was the son of Col. Richard J. Hamilton, Chicago's first lawyer. The Raymonds had come to America in the Mayflower on its second trip and the Hamiltons had settled here only a short time later. Both branches of the family included distinguished Americans. Both sides having officers in the Continental army during the revolutionary war.

But the kind of aristocracy of which the Hamiltons are members is purely democratic. Young Henry went to the public schools in Chicago and attended Central High School on West Monroe street. He was then ready to go to work—not at a polished desk, but at the bottom of the ladder, with Sidney Shepard & Co., makers of tinware and dealers in metals. His income was $3 a week.

Mr. Hamilton moved to Oak Park in 1888 two years after his marriage, but his business interest remained in Chicago and though he later became a leader in the suburban life of his new home it was a subsidiary interest to that of the city proper.

On February 11, 1886, Mr. Hamilton was married to Mary W. Shufeldt, daughter of Mr. and Mrs. George A. Shufeldt. The Hamiltons have five children, Gurdon Hubbard and Henry R., twins, George S., Edward M. and Margaret.

Mr. Hamilton served as president of Oak Park from 1906 to 1908 and for years has been prominent in affairs of the suburb. He has served on many committees and commissions and is a trustee of the Scoville Institute.

In addition to his position of high responsibility as president of the Nubian Paint and Varnish company he is a director of the Glidden company of Cleveland.

Mr. Hamilton has traveled abroad and counts the pleasure of travel as one of his favorite relaxations. He is a devoted reader of Dickens and Thackeray. Golf is his favorite recreation. He is a member of the Congregational church and a Republican.

Chicago and indeed America, can well be proud of a man who combines the best American traditions, civic leadership, business ability and public spirit as does Henry R. Hamilton.

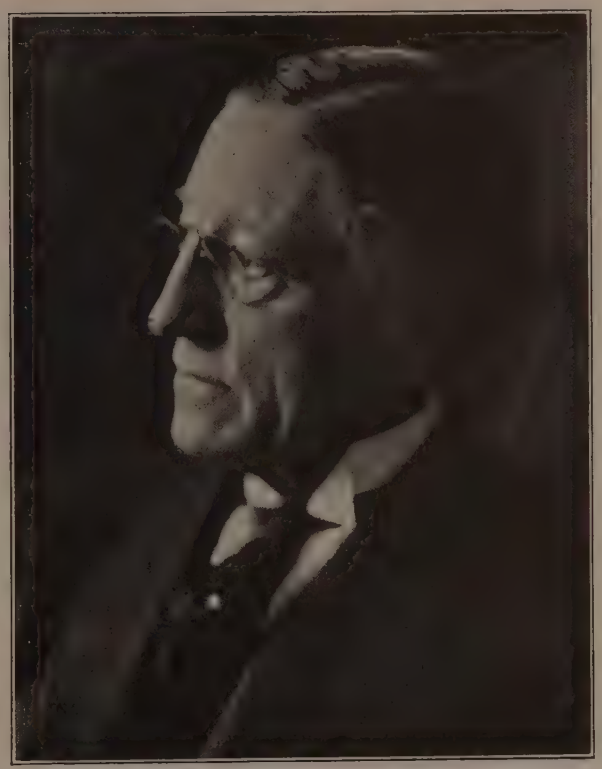
He is typical of the men who have made the city strong, solid, respectable, safe; men who care little for rank or title or prestige or social precedence, but who set great store by a reputation for honesty, of their courage of convictions, forthrightness, and dependability.

Mr. Hamilton is a man of such known integrity that everybody knows exactly how he will act in any given circumstances—he will be found on the side of right, of fair dealing, of the orderly processes of a republican form of government—a dependable citizen of his city, state and country.

One of the finest traits of Henry R. Hamilton is his intense love for Chicago, and everything that pertains to, not only its past history—but also its present welfare. Mr. Hamilton is a veritable fountain of information about Chicago and Chicagoans. A few hours spent in the company of Mr. Hamilton, the subject being Chicago, means a liberal education for any one who desires the privilege of getting first hand authentic information about its history.

WILLIAM PAUL NELSON

ONE translation of the name "Chicago" is "place of the wild onion." Accurate or not, this meaning had not lost significance when the squat buildings of the prairie town were dotting the marshy shores of Lake Michigan. The raw frontier settlement held little promise of the Chicago that is now, and less of what citizens aim to make of Chicago tomorrow. It was the insight of such men as William Paul Nelson that saw the latent promise in these unpretentious surroundings, and their resolute striving that ultimately brought beauty to the city. There are many interior decorators in Chicago now—but in the early days utility was the first consideration and few had learned that beautiful things can also be useful ones.



The building that housed Thomas Nelson, Inc., in 1856 on Michigan avenue near the bridge was a Chicago institution. There, June 27, 1859, William Paul was born. His father Thomas and his mother, Katherine Lamb Nelson, told him as he grew up much of the early Chicago lore and it became in fact almost part of his own memories. Removed now in his retirement from the clatter and clamor of present Chicago, the screech of elevated trains, the brilliance of lighted windows, row on row, the roar of millions, he still cherishes early Chicago names and happenings. He attended the Moseley school and received his higher education at Notre Dame University.

Eager to become part of the life of the city which had grown to mean so much to him, he entered his father's office and before he was 21 years old took over management of the entire business. At fifteen, he learned the first details of his father's business affairs, and had formed the ambition to become a great architect. But later years taught him that his real flair was for making interiors beautiful.

After unremitting study he became a leading interior decorator, and showed many the difference between garish and incongruous arrangement and the quiet harmonies of homes, so much desired. He prospered, but much of his earnings went to promote other artistic endeavors.

He is a life member of the Chicago Art Institute, that national institution that sprung out of Chicago's highest peak of architectural perfection in the World's Columbian Exposition. For years he was a guarantor of the Chicago Civic Opera which stands by its side in artistic rank. He was an interested and contributing member of the Chicago Historical Society.

Mr. Nelson has travelled extensively in Europe. He is fond of horseback riding and golf. His favorite books are biographies.

In 1886 Mr. Nelson was married to Elizabeth Cudahy, daughter of Michael Cudahy, the pioneer packer.

He is a member of the Chicago University club and, for the years before his retirement, he was a member of the Chicago Athletic club.

When he did retire he was not through. For him the cessation of customary activities was but another phase for the culmination of effort. He had long nursed the idea of creating a perfect building, and to that object he devoted himself. Edgewylde in Montecito, Santa Barbara, Calif., embodies his ideas, and has won him national fame. Here he combined his knowledge of architecture and his skill in decoration; the building itself is in perfect taste and its furnishings merely intensify what views the beholder has already formed. Famous gobelin tapestries and paintings by Sir Peter Lely are certain to draw the notice of connoisseurs, but nothing goes unplanned. Even the spray of flowers in a small vase on some side table is there because it has a purpose, because it lends something to an aesthetic whole. In these charming settings Mr. and Mrs. Nelson are spending their later years, and enriching the experience of their guests, who find a visit to the home of the Nelsons a delightful experience long to be remembered.

TRACY COREY DRAKE

NO AMBITIOUS youth could have been trained for his responsibilities more carefully than was Tracy C. Drake for his career as inn-keeper.

Heir to memorable family tradition, established by his father, John B. Drake "the first," it remained for Tracy Drake and his brother, John B., to perpetuate an esteemed name by building and managing not only The Blackstone, a hotel which has a personality of its own, but the magnificent $8,500,000 Drake hotel, one of North Michigan avenue's architectural gems.

Mr. Drake's practical training under his father in the Grand Pacific of lamented memory was supplemented by the kind of education that produces the cosmopolite and connoisseur.

Born in Chicago September 12, 1864, he grew up as a boy in the hotel atmosphere. At the age of thirteen he entered the Vermont Episcopal Institute at Burlington, Vt., receiving his preparatory education there. The two years spent at this school were followed by a three-year period at Trinity Military Institute, Tivoli, N. Y., with a four-year collegiate course at Rensselaer Polytechnic Institute, Troy, N. Y., from which college he received his degree of bachelor of science.

His college days over, Mr. Drake was sent abroad to combine recreation with business, to travel, observe and to study the methods of the greatest European caravanseries.

On his return, he entered the employ of Drake, Parker & Co., proprietors of the Grand Pacific, beginning at the bottom as assistant market and storeroom keeper.

Here, in Chicago's most popular hotel, he studied the business in all its departments. The art of carving he learned from a master of that art, John Gabriel, and so proficient did he become that he could carve a thirteen-pound turkey in the record time of five minutes, serving twenty-three orders, and leaving nothing but the bones—an accomplishment that few hotel men can boast of today.

Mr. Drake made slow but sure progress and was admitted to partnership in the firm in six or seven years, being placed in the responsible position of head of the steward's department, which, in those days involved something of a flourish.

In 1893 Mr. Drake was married to Annie Daughaday of St. Louis, who became the mother of two children, Carlos Corey and Francis Augustus Drake, who promise to carry on successfully the Drake dynasty.

The Grand Pacific closed in 1895, and during two years, from 1896 to 1898, Mr. Drake travelled in Europe and the orient. On his return to Chicago he embarked in the stock and bond business, also managing the Drake estate.

Believing in the destiny of Chicago, he and his brother John organized The Drake Hotel company, builders of The Blackstone hotel and the adjacent Blackstone theater, which were completed in 1910, each representing the ultimate in its respective line. But with the linking of the north side to the south by means of the Michigan avenue bridge, the Messrs. Drake saw the possibilities of the "gold coast" and envisioned a hotel which in its quiet dignity and luxury should surpass anything of its kind ever attempted in Chicago.

Thus, with his brother, John B. Drake, he organized The Whitestone company and built this monumental guest house. The Drake was opened with a brilliant dinner-dance on New Year 1921.

In 1900 Mr. Drake established his beautiful Lake Geneva residence, Aloha Lodge, on the shores of this sparkling sheet of water.

An enthusiastic sportsman, he seldom misses his yearly trip to the Canadian Rockies with his son Francis, where he lets his beard grow for a month, while hunting grizzlies, mountain sheep, white goats, deer, and moose.

He is a member of the Chicago club, the Chicago Athletic Association, the Lake Geneva Country club and the D. K. E. fraternity.

JOHN B. DRAKE

IN THE Drake dynasty he is known as John B. Drake II.

His illustrious father, John B. Drake "the First," for many years proprietor of the Grand Pacific, established a tradition for hospitality, and will long live in memory as a bon vivant and as a perfect host.

His two sons, John B. Drake III and William McClellan Drake, promise to carry on the family tradition for another generation. The former married into another distinguished family when he took as his bride Frances Lowden, daughter of the former governor of Illinois. The latter married Elizabeth Keays whose grandfather Hon. Richard Oglesby, was also a governor of Illinois. He has two charming daughters, Elizabeth and Katherine.

Mr. Drake was born in Chicago May 19, 1872, the son of John B. and Josephine Corey Drake. While his early days were spent under the roof of the historic Grand Pacific, he was in no sense of the world a "hotel child." He was brought up rather with the duties of the host in mind and not with the privileges of the guest.

After completing the prescribed course at the fashionable Harvard school of Chicago, he entered St. John's military academy at Ossining, N. Y., as a cadet, and was graduated from this institution into Phillips academy at Andover, Massachusetts.

On leaving school, he traveled around the world, his grand tour being rather a ripening process and giving him a first-hand acquaintance with the best of the old-world hotels. The knowledge thus gained he was able to apply later in life, especially after he assumed his present responsibilities as vice-president of the Drake Hotel company.

Naturally he began his career as an employee of the Grand Pacific, where he remained for two years, learning the business from the ground up.

On June 3, 1897, at Middletown, Ohio, he married Jessie K. McClellan, daughter of Mr. and Mrs. Samuel McClellan of that city.

After leaving the Grand Pacific, he was associated for some time with the Illinois Trust and Savings bank, acquiring a knowledge of finance so essential to the success of any business man. For several years he was associated with his brother Tracy in the management of the family estate.

He combined also with his brother in the building of the Blackstone Hotel and the theater of the same name, and ten years later in that more ambitious enterprise, the building of the Drake Hotel, an $8,500,000 venture, which not only has served to perpetuate the memory of his father, but which has justified the faith of the sons of John B. Drake "the First" in the future of Chicago. To tourists the world over, both hotels are synonymous with Chicago, the former perhaps being a bit more intimate and on the order of the European guest house; the latter being a rival of the leading metropolitan hotels of the world and a rendezvous of Chicago's smart set.

He is a staunch Republican and a member of the Presbyterian church, in the philanthropic work of which he takes an active part as a director of the Presbyterian hospital.

While his entire interests lie in his two magnificent hotels and in his family, Mr. Drake manages to find time for social duties, and is a member of the Chicago, Racquet, Onwentsia and Chicago Riding clubs, and can be relied on, furthermore to support the worthier civic and philanthropic enterprises of Chicago.

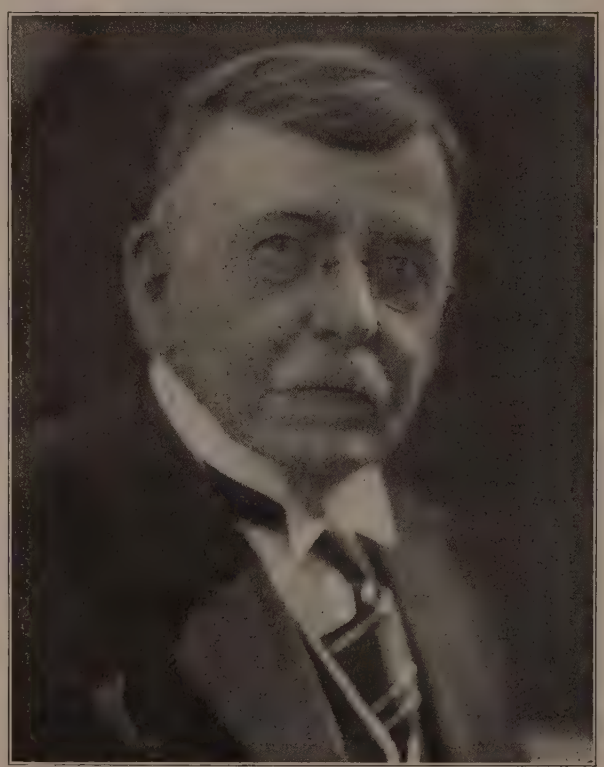
He is a great duck hunter and as president of the Grand Island Club on the Illinois River, he usually gets his limit when shooting the feathered game.

The brothers, as their father did before them, have written a brilliant chapter in Chicago's hotel history.

DORR EUGENE FELT

DORR EUGENE FELT, inventor of the Comptometer, was born in Rock County, Newark, Township, Wisconsin, near Beloit, on March 18, 1862, the son of Eugene Kincaid and Elizabeth Morris Felt, and the descendent of a long line of ancestors traceable back through the Revolutionary War, in which they took part, to the early sixteen hundreds.

Mr. Felt's boyhood was spent on a farm where his educational advantages were limited to such instruction as was available at the common school and to one year at high school. At the age of fourteen he went to work in a Beloit machine shop, removing to Chicago in 1882, where he soon developed into a highly-skilled mechanic, supplementing his natural talent with close study of his trade.



In the brilliant idea that was born out of an accidental perception lies one of those romances of invention that provide more fascinating reading than the keenest love-story. In the early 80's Dorr E. Felt was operating a planer in a Chicago machine shop. As the tool went back and fourth it turned a screw one or more notches at the pleasure of the operator. Out of this fortuitous circumstance leaped full-blown, like Minerva from the brow of Jove, the idea that was to revolutionize the computation in a hundred thousand business-offices. A prosaic macaroni-box, some unremarkable beef-skewers, and a handful of elastic bands and staples were the materials out of which Mr. Felt was to evolve that wizard toy, the adding machine. Sundays, evenings, holidays he worked, but the task was a hard one; and the bent-backed book-keepers continued to add up endless columns of figures with the tip of the tongue.

But a good Samaritan came on the scene in the shape of A. B. Lawther, Mr. Felt's employer, who, impressed by an automatic elevator door that Mr. Felt devised, and by the macaroni-box model, provided funds and equipment for the adding-machine venture. And finally, after well-nigh insuperable obstacles were overcome, after nine hundred parts were made to act in accord, there came the first comptometer! Enter any business-office and watch how the book-keeper works. Tap-tap-tap-tap—sum. Tap - tap - tap - tap - tap—product. A marvel of mechanical efficiency bearing more directly and intimately on the activities of the masses than such other wonders as the radio or the aeroplane.

In addition to inventing the Comptometer, Mr. Felt devised the first successful listing machine—the Comptograph. In 1887 the partnership of Felt & Tarrant was formed, incorporated as the Felt & Tarrant Mfg. Co. in 1889 with Mr. Felt as President, a post he has occupied ever since. Since he invented the Comptometer, Mr. Felt has devised many improvements.

Mr. Felt's interests are not limited to his chef d'œvre. A visit to the crater of Kilauea inspired two years' study of geology. A trip up the Nile through Syria and Palestine, and ending in Constantinople at the time of a battle aroused his interest in Biblical History. Numerous pamphlets on matters political and economic have resulted from his researches.

Mr. Felt is a director and former president of the Illinois Manufacturers Association, was president in 1920 of the Illinois Society, Sons of the American Revolution, is a member of the board of directors of the Chicago Association of Commerce, was a director of the Chamber of Commerce of the U. S. A. in 1920, was Regional Advisor of Region No. 9 of Resources and Conversion Section of the War Industries Board in 1918.

On January 15, 1891, Mr. Felt married Miss Agnes McNulty, daughter of George Washington and Ann Arabella (Rhea) McNulty, in Chicago. They have four children: Virginia (Mrs. Raymond Joseph Koch), Elizabeth, Constance, married to Capt. Albert Harris Tippens, and Dorothea (Mrs. John High Noyes). Mr. Felt resides in Chicago and is regarded as one of our most distinguished citizens.

EAMES MACVEAGH

THE MacVeaghs are another of the sets of "fathers and sons" that have had much to do with the making of Chicago history. The only child of Franklin MacVeagh, the man who "found business a charming recreation," and following the avocation built up a great business, not to mention interests in a score of banks,—Eames carries on the family tradition. A social star of no mean proportions and rated as one of Chicago's most perfect hosts, it is a point of scrupulous necessity with Eames MacVeagh to be at his big desk when the great plant bearing the family name opens each day for business.

Even with the advantage of an illustrious father—Franklin MacVeagh was secretary of the treasury under President William Howard Taft—few men have been able to demonstrate so thoroughly their ability to handle the affairs of a great business, as rapidly as has Eames MacVeagh. Born in Chicago, February 23, 1874, Eames was educated in the Chicago schools, and was graduated from Harvard in the class of 1895.

Finding the same joy in work that has made his father's long career happy as well as prosperous, he plunged immediately into the intricacies of the daily round of Franklin MacVeagh & Company's business. He plunged so deep and stayed so long that five years later he was admitted as a partner, and before long advanced to his present position, the vice presidency.

Again, like his father, Eames MacVeagh did not confine himself to one line of commercial activity. He is a director of the Continental and Commercial National Bank and the Continental and Commercial Trust and Savings Bank, following with keen interest the rising tide of finance in the capital of the Mississippi valley empire.

He is on the council of the Society of Colonial Wars, and a member of the Sons of the American Revolution, the Society of the Cincinnati, which his famous ancestor helped found at the close of the War for Independence, Delta Kappa Epsilon fraternity, the Hasty Pudding club, and the Chicago University, Harvard, Saddle and Cycle, Casino, Attic, and Racquet clubs.

Mr. MacVeagh votes the Republican ticket and follows the course of political affairs locally and in the national capital. He was a frequent visitor in his father's Washington home and a welcome member of Washington society.

Trained by his father in the ways of commerce and civic duty, all who had the privilege of knowing his mother, the lovely Emily Eames, would agree that no Chicago youth was ever better taught in the school of kindness. A famous hostess both in Chicago and in Washington, Mrs. MacVeagh planted in her son traditions of home and hospitality that in Eames MacVeagh have blossoms in the fine art of making other people happy. It is not strange therefore that his apartment at Nine Hundred Lake Shore Drive, furnished largely with choice pieces from the old MacVeagh mansion, should be a real home where real friends gather about a real fire side. A lover of the out-of-doors Mr. MacVeagh is an active conservator of natural beauty in his native state, and has served for many years as an officer of the Prairie Club, the Wildflower Preservation Society, and the Friends of Our Nature Landscape. He is treasurer of the last named society and devotes much time and money to furthering its park and forest policy in the interest of which he is at present bearing the expense of publishing a map of places of scenic beauty and historic interest in Illinois.

Another project is a picture map of Chicago one hundred years ago, a copy of which printed in colors, he will present to every public school in Chicago.

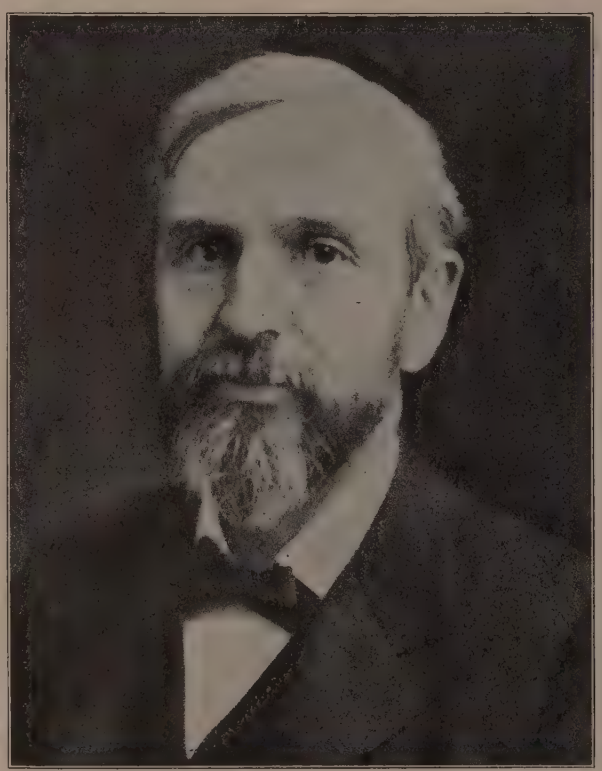
Mr. MacVeagh is on the boards of several hospitals and charitable institutions.

Truly here is a citizen who loves his Chicago and delights to add to her fame.

JOHN P. WILSON

JOHN P. WILSON was one of thirteen children born to a farmer in Whiteside County, Illinois, and in youth he suffered an accident which left him lame for life. Yet, by sheer courage and ability, he rose to be one of the foremost lawyers of the state, sought after by great men, and by some of the most powerful corporations in this country and abroad.

It was on July 3, 1844, that he was born on a farm near Garden Plain, Illinois. His father was a native of Scotland and a graduate of the University of Glasgow. His mother was from a family of early settlers in the Mississippi Valley.



He worked on the farm as a boy, and attended the grammar schools. If he had not met with an accident he might have developed into a prosperous farmer, and Chicago might never have known him. But when he became too lame to do farm work he started to carve for himself a place in the legal profession.

First, he worked his way through Knox College at Galesburg, Illinois, and was graduated with the class of 1865. Then he began to read law, paying his way by teaching in Galesburg Academy. After two years of this he came to Chicago, in 1867, and got work in the law offices of John Borden, who specialized in real estate litigation. There the young student laid the foundation for the great reputation he was to achieve in later years. He, too, devoted himself to the legal aspects of real estate deals.

Four years after he arrived in Chicago, the Great Fire of 1871 swept the city away, and left the title to thousands of parcels of real estate clouded. Moreover, a great controversy arose over the laying and collection of taxes, and the courts were appealed to by both sides. Mr. Wilson was employed in this litigation, and despite his youth, he was quickly known as one of the shrewdest and best informed men in the city on all legal matters pertaining to ownership of land. It was in the course of these trials that he met many of the influential men who later were his clients.

The next important case in which Mr. Wilson was retained, was the attempt to overthrow the statute creating the Probate Courts. He was still a young man then, in 1877, but his reputation was such that Judge Joshua C. Knickerbocker, who had just been elected judge of the new Probate Court, chose him to defend the act. Mr. Wilson handled the case from the filing of the first bill to the decision of the Supreme Court of Illinois, and the act was upheld.

In the next decade he established a reputation as a trial lawyer, and he was associated in important litigation with such leaders of the bar as Corydon Beckwith, Lyman Trumbull, Melville W. Fuller, afterward Chief Justice of the United States Supreme Court; William C. Goudy and others.

He was counsel for the World's Columbian Exposition in 1892 and 1893. He it was who, in 1896, drafted the laws under which was created the Sanitary District of Chicago. Again the statute he had favored was attacked, and again he handled the case through all the courts until the Illinois Supreme Court had sustained it.

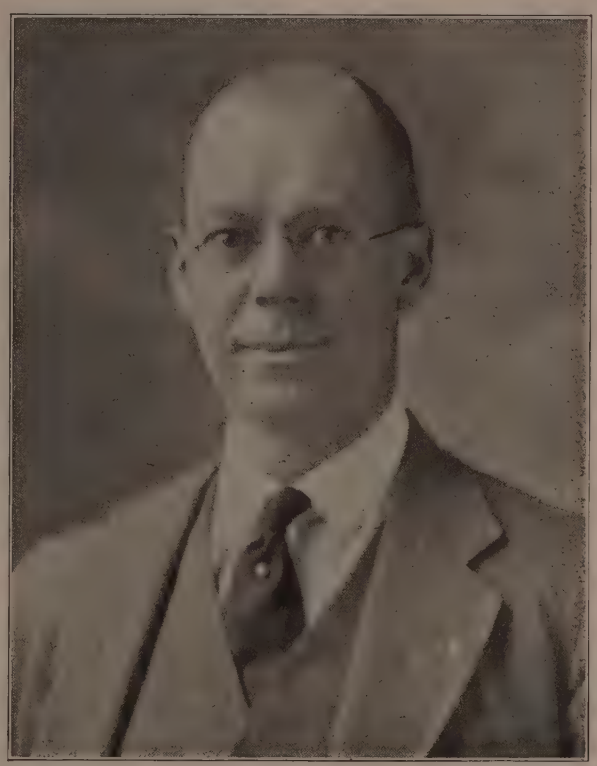
Mr. Wilson was married on April 25, 1871, to Miss Margaret C. McIlvaine, daughter of John D. McIlvaine, of Chicago. Their children were Margaret C., Martha, John P., Jr., Anna W. (Mrs. William R. Dickinson), and Agnes R.

Mr. Wilson's favorite charity was the Children's Memorial Hospital, and he gave freely of his time and means while alive, and at his death left a large sum for its endowment. He aided the University Club of Chicago to secure its present home, and he was long a trustee of Knox College.

He lived to the age of seventy-eight, and two weeks before his death, on October 3, 1922, he was actively practicing his profession.

COL. ALBERT A. SPRAGUE

BORN with a heritage of pioneer tradition, Col. A. A. Sprague has labored much for Chicago and through his labors has done much to accomplish dreams that has father would have deemed wild fancies even in his beloved Chicago. Albert Arnold Sprague has wrought much for the city beautiful, has won a place in the financial affairs of the city and has helped to leave for the Chicagoans of tomorrow a city of educational and artistic opportunities.



A. A. Sprague was born in Chicago May 13, 1876, the son of Otho Sylvester Arnold Sprague and Lucia Elvira (Atwood) Sprague. His preparatory work finished in Chicago and at St. Paul's School, Concord, N. H., he went to Harvard and was graduated a bachelor of arts in 1898. That same year he stepped into Sprague Warner & Company and by his young energy and intelligence won a place there that he fills today.

But fascinating as the business of feeding a city of three million may be it was not enough to occupy his entire interest and his business activities spread beyond the wholesale grocery establishment. He became chairman of the board and is still a director of the City Hall Square building. As a director of the Illinois Merchants Trust Company he controls a portion of the affairs of one of the world's largest banks. He is also a director of the Chicago and Northwestern Railway and the New Cornelia Copper Company.

But Chicago meant much more to A. A. Sprague than a place in which he could win a fortune, and make a name. Chicago is to him a young giant, whose physical development needs the more care because of its remarkable speed and whose mind must be encouraged to keep pace artistically and intelligently with its concrete development.

Mr. Sprague's civic activities have been intensive. He is a director of the Field Museum of Natural History—that Greek Temple where everything under the sun finds representation, and the John Crerar Library, a collection of the most intricate and most authoritative science books as well as a research library of general importance and wide extent. His love of painting and sculpture is an invaluable asset as a director of the Art Institute of Chicago and his desire that all Chicagoans have fair play keeps him a director of the Children's Memorial Hospital. He is also a director of Rush Medical College, a trustee of the Symphony Orchestra of Chicago and a trustee of St. Paul's School, Concord, N. H.

Always ready to assume the responsibilities of citizenship he was eager to play his part in the world war. He was commanding major of infantry in the students Reserve Officers Training Corps at Fort Sheridan, taking the commission November 17, 1917. Assigned to the 341st regular infantry, 86th division, and detailed to headquarters he sailed for France with his outfit in July, 1918. Two days before the Armistice he received a lieutenant colonel's commission. Returning to the United States in March, 1919, he received his honorable discharge March 28 and was made a colonel in the Officers Reserve Corps.

In 1923 the colonel was appointed commissioner of public works of the city, and in that capacity he brought out improvements that will leave their mark on the city long after he is gone.

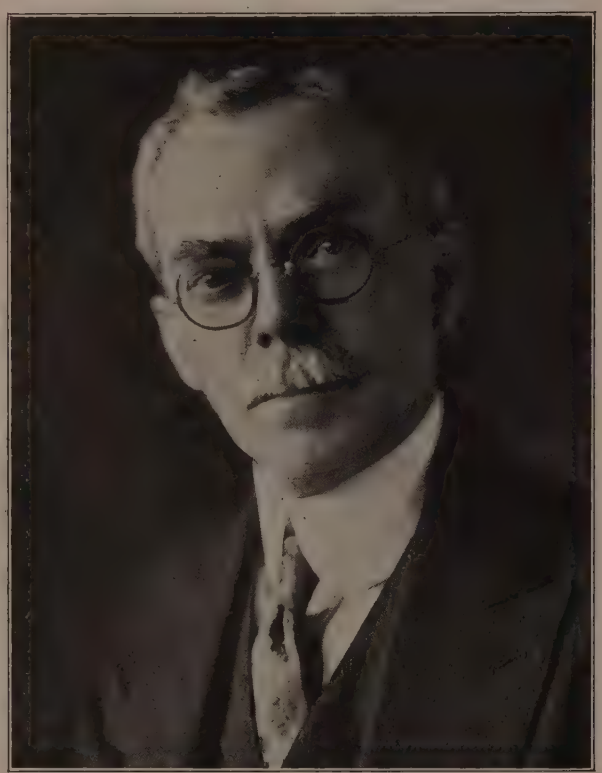
Mr. Sprague was married to Frances Fedelia Dibble of Rye Beach, N. H., June 22, 1901. The Spragues have three children, A. A. III, Laura and Otho S. A. Sprague. Their home is at 1130 Lake Shore drive and at Lake Bluff.

Mr. Sprague, an Episcopalian, is quietly active in his church. He is a member of the University, City, Chicago, Mid-Day, Commercial, Saddle and Cycle, Onwentsia and Old Elm Country Clubs. Devoted to civic progress, he is a charming and popular figure in society and a substantial aid in the cultural circles of Chicago.

EDWARD HINES

IN A very literal sense of the phrase, Edward Hines' work has fostered the *constructive* spirit. For Mr. Hines is the head of the great lumber concern which bears his name, and which provides the material out of which thousands and thousands of Chicago's buildings are constructed.

Mr. Hines was born in Buffalo, N. Y. on July 29, 1863. His parents were Peter and Rose McGarry Hines. Peter Hines was a ship carpenter; perhaps it was familiarity with the materials of his father's trade which eventually decided the younger Hines in his choice of vocation. Mr. Hines went to work in a general store and remained there for several years.



Mr. Hines had been brought to Chicago in 1867. After his store experience he entered the lumber firm of Fish & Brother, and held a very minor position. He steadily advanced through different positions. Later he became connected with the S. K. Martin Lumber Company as bookkeeper. It may be remarked that these successive steps in his career were valuable not only in advancing him to higher and higher levels, but also in affording that groundwork of actual experience which all successful executives pronounce invaluable. Later Mr. Hines became Secretary and Treasurer of the S. K. Martin Lumber Company, retaining these positions until 1892, when he left to organize a business of his own.

It was in this year, then, that there sprang into being the Edward Hines Lumber Company, today one of the leading firms of its nature in the country, and still under the presidency of its founder. The Edward Hines Lumber Company, since its corporation, has been one of the leading firms in the merchandising of lumber and the ownership of timber, with operations in five states. Its products are widely known and sold in all states East of the Mississippi River, South America, England and Italy. Through his decisive success in developing his organization, Mr. Hines has acquired the name of the city's leading lumberman.

Three years after the founding of his company, Mr. Hines married Miss Loretta O'Dowd, daughter of Mr. and Mrs. John O'Dowd. The Hines' have three children living, Ralph J. Hines, Charles M. Hines and Mrs. Howell H. Howard (Loretta). A third son, Edward Hines, Jr., 1st Lieutenant in the 4th Machine Gun Batallion, died in Chaumont, France on June 4, 1918. During the war Mr. Hines served as Chairman of the Chicago Lumber Committee that furnished lumber for cantonments in the Chicago district. Mr. Hines' philanthropic activities are well known. In addition to generous contributions to the Associated Catholic Charities, the Y. M. C. A. and the Salvation Army, Mr. Hines has aided the cultural development of Chicago by acting as guarantor for the Chicago Civic Opera Company and for the Ravinia Opera Company. He also made possible the building of the Edward Hines, Jr., Hospital at Maywood.

Mr. Hines was President of the National Lumber Manufacturers' Association for two terms. He is a Roman Catholic, and Republican in his politics. Prominent socially, he holds membership in these organizations: Army & Navy Club of America, Bankers' Club, C. A. A., Chicago Historical Society, Chicago Yacht Club, Country Club of Evanston, Evanston Golf Club, Exmoor, Glenview, Lotus, and National Republican Club. He is fond of golf and horseback riding, collects antiques and makes an annual trip to the British Isles and Continental Europe. Mr. Hines and his family have always been counted as leaders in Chicago. Not alone in society, but in every movement, whether in the business world or something that means for the betterment of the city, in civic or welfare work they are ever ready to lend their aid, not only with their counsel but in a material way as well.

AUGUSTUS STEPHEN PEABODY

MANY are the affairs involving millions quietly passed on in the office at 10 South La Salle street where Augustus Peabody rules. And many are the affairs calculated to better the lives of Chicago's millions that he unostentatiously cherishes, seeking the public eye only when it is of absolute necessity for the case at stake. Student of sociology in the city where social conditions are perhaps the most complex, master of high finance, and gentleman of high culture, Augustus Stephen Peabody has made Chicago a better place for its millions to live in.

Mr. Peabody was born in the city whose destinies he watches with such care, December 3, 1873. He is the son of Francis Bolles Peabody and Harriett Cutter (Ten Broeck) Peabody. He attended public and private schools in Chicago during the days of rapid climb from the ashes of the great fire to the glory of the Columbian exposition and in 1895 — two years after the fair — was graduated from Yale University as a bachelor of arts. Returning to his home he studied at Northwestern law school for two years receiving his LL. B. in 1897.

But law, except as it bore upon investment of huge sums of money, was not his destined career. After his graduation from Northwestern he entered the firm of Peabody, Houghteling and Company, investment brokers, and liked it so well that he has remained there since. His strides to the top were rapid but carefully calculated and backed up with the sound knowledge to make them secure. He now guides a major portion of the company's undertakings as president.

But Augustus Stephen Peabody is one of those men whose careers are not complete in personal achievement alone. He has always considered Chicago as his city and has made it part of his life work to make sure that his city shall have been benefited by the fact that he lived and worked in it.

As president of the Citizen's association he took active charge as "watchman of public funds." He had always kept his eye on the financial doings of politicians in office and with the official position he was eager to take action. He was the first man to bring suit against one of the enormous expenditures of the Len Small administration, which he thought were excessive. On August 20, 1921, as a taxpayer and at the instigation of the Citizen's association he filed a petition in Springfield to stop expenditure of $500,000 authorized in an omnibus bill passed by the legislature the year before.

Again in 1928 he won a suit for an accounting in a contract awarded the Illinois Improvement and Ballast company by the Sanitary district for the construction of a North side sewer that he thought unduly expensive. The Citizens Association expressed its confidence in him by re-electing him president in 1928.

But Mr. Peabody did not confine his efforts to the purely financial welfare of the city. As a vice president of the Chicago Symphony orchestra he has been one of the men who have made possible that distinguished body of musicians and fostered the work of their leader.

Mr. Peabody was married in 1895 to Grace Van Alstyne of Evanston. Their home, at 936 Lake Shore Drive, is one of the gathering places for the élite of the city. Mr. and Mrs. Peabody are frequent visitors to Europe but Mr. Peabody is glad to get back to his own city and his work.

He is a member of the Chicago, Union League, Saddle and Cycle, Onwentsia, Racquet, Casino, and Cliff Dwellers clubs of Chicago and the Racquet and Tennis, Players, Yale, and Grolier clubs of New York.

Master of finance, leader and innovator in sociology, possessed of true culture, Augustus Peabody is one of those men whose very lives constitute a living proof that Chicago is no longer a provincial center, but a city of art and wisdom.

WILLIAM NELSON PELOUZE

HAVING forged an enviable career for himself, Colonel William Nelson Pelouze has not settled back to live the rest of his life in idle luxury, but has directed the energies that made his fortune to the future needs of Chicago and dedicated his services to the greater Chicago of tomorrow.

As ambassador of Mayor Thompson during his first two terms, as chairman of the St. Lawrence-to-the-Gulf Waterway Commission, as a man of influence, Colonel Pelouze has done much for his city.

William Nelson Pelouze was born in Washington, D. C., September 12, 1865, the son of General L. H. Pelouze of the United States Army. His education as a boy was interrupted by the inevitable vicissitudes of army life, but he was graduated from the Michigan Military Academy in 1882, and, finding his country engaged in the pursuits of peacetime happiness, he immediately set out for Chicago, the young city of promise.

He found immediate employment with the reaper company of Walter A. Wood and developed early in his stay a love for the bustling, growing, striving city, that caused him to remain here for the remainder of his years.

Shortly after his arrival he was married to Helen G. Thompson, sister of William Hale Thompson, the mayor in later years. Their domestic life has been the happiest, blessed with a common love for their city, a common passion for its advancement to the highest position in the world, and a common eminence in its affairs. They have one daughter, Medora. Their city residence at 3400 Sheridan Road and their famous Italian mansion on their country estate at Lake Geneva have been gathering places for the city notables for years.

Two years with the Walter A. Wood Company were followed in the Pelouze business career by a position with the Tobey Furniture Company, where he remained until 1892, attending with marked diligence to the affairs of his firm and meanwhile gathering a thorough going knowledge of the city and its industrial condition.

In that year, however, Pelouze decided that his "apprenticeship" was over, that he knew enough about Chicago and enough about business to embark for himself. He organized and became president of the Pelouze Scale and Manufacturing Company, which later became the Pelouze Manufacturing Company. The profits of his successful enterprise he invested in real estate which in turn, as the city grows, is yielding more and more returns.

His fortune secure, Pelouze turned to civic affairs. He had served for years as a member of the Chicago Public League executive board, resigning only in 1917 when that body severely criticized members of the school board appointed by his brother-in-law. He early undertook the campaign to arouse popular interest in the St. Lawrence-to-the-Gulf Waterway, realizing that Chicago, made into a seaport, would expand with bounds until it was second in no respect to any city on the globe. He became chairman of the Illinois Deep Waterway Commission and chairman of the St. Lawrence-to-the-Gulf Waterway Commission.

An ardent American, he is president of the Arts and Industries Association, a member of the Chicago Plan Commission, and the board of governors of the Chicago Art Institute.

The son of a great soldier, Pelouze, in 1900, served as commander, captain and adjutant of the Second Infantry. In 1894 he was assistant adjutant general of the first brigade of the Illinois National Guard. In 1918 he was made colonel of the First Infantry Illinois Reserves and resigned that post in 1919 only because of his duties as chairman of the mayor's welcoming committee for returning soldiers.

Colonel Pelouze belongs to the following clubs: Chicago, Chicago Athletic and South Shore Country.

STUYVESANT PEABODY

BIG business dictator, huntsman and horseman of note, head of one of the world's finest horse tracks, Stuyvesant Peabody, just forty, has truly gone far on the trail of a brilliant success.

Born in Chicago, August 7, 1888, Stuyvesant Peabody was the son of the well known business builder and philanthropist, Francis Stuyvesant Peabody and May Henderson Peabody. After preparatory work in public and private schools he attended Yale from 1907 to 1911 and was then ready to meet life on its own terms.

Wealthy, his father was also wise in his counsel to young Stuyvesant. He might have set the lad to work in the executive office and it is highly probable that Stuyvesant would have made good. But the young man was the first to see the wisdom of another course. He set to work, figuratively and literally at the bottom of his father's big coal business—in the mines.

He worked in every department of the Peabody business—selling, accounting and executive. He tended the telephone switchboard and acted as stenographer to every department in turn of the executive offices. "If you want to get ahead in business," he has often said, "learn stenography. You can't be a stenographer without learning the business from a to z."

Accordingly when Francis Peabody died, his son was ready to step into his place and carry on without interruption the affairs of the firm.

He filled the post of president of the Peabody company so well that the Consumers company, when it was faced with a deficit, after the death of Fred W. Upham, called him in as head of an executive committee to take over management of the company's extensive interests. After the year was up the directors drafted him as president.

Another year passed and the new executives had lifted the Consumers company out of its financial difficulties and put it on a paying basis.

His business career has been short—he became president of the company that bears his name in 1917—but it is one of the most brilliant Chicagoans can point to. He is managing director in addition to the Consumers and Peabody companies of thirty-nine other coal companies worth $50,000,000.

At the entrance of America into the World War, Mr. Peabody enlisted as First Lieutenant in the Sanitary Corps. Later he became a captain in the chemical warfare service and now holds the rank of major in the Officers Reserve Corps.

With the organization of plans for the second world's fair in Chicago, Mr. Peabody became one of the most enthusiastic backers of the project, accepting in March, 1928 the chairmanship of the enrollment committee. On his fortieth birthday Mr. Peabody, a holder of vast resources in Kentucky and president of one of its largest coal companies, received the commission of aide-de-camp to the governor of Kentucky with the rank of colonel.

A lover of horses and an ardent race follower, Mr. Peabody is president of the Illinois Turf Association and Lincoln Fields Jockey Club and vice-president of the American Turf Association which is interested in the famous track at Louisville, Kentucky. He is the owner of Martie Flynn, Flat Iron and other fine horses.

Mr. Peabody married February 21, 1914, Anita Healy, of Chicago. They have two sons, Francis Stuyvesant, Junior, and Patrick Healy. Their home is at Hinsdale, Illinois.

Mr. Peabody is a member of Delta Kappa Epsilon fraternity and the Chicago, University, Chicago Athletic, Racquet, Saddle and Cycle, Chicago Golf Clubs of Chicago and the Racquet and Tennis Club of New York. His hunts on the estate of his father, now belonging to the Franciscan Monks at Hinsdale, are memories of the old world.

Such is the life of one of Chicago's present day leaders and Chicago is a more delightful place for his presence here.

WALTER STANTON BREWSTER

NO MORE eloquent proof that the marvelous fruits of the hardships and struggles that the founders of the first colonies underwent were no accident but the logical result of the work of great men, can be found anywhere than in the life of Walter Stanton Brewster. With the blood of two of the Pilgrim fathers flowing through his veins, Mr. Brewster has given a Twentieth Century demonstration by the multi-sided completeness of his life, of the stuff the American founders were made of. In a city of three million struggling individuals, he has shown the ability and the understanding that would have enabled him to carve a name for himself anywhere.

In a roaring, throbbing city, Mr. Brewster has forged the name Brewster as large and as glowing as did his great ancestor in the little community at Massachusetts Bay.

Walter Stanton Brewster was born in Evanston, Illinois, September 4, 1872. He is the son of Edward Lester Brewster and Mary Niles Brewster. Amongst his illustrious ancestors are numbered Elder William Brewster and John Robinson, both of whom arrived upon this continent in the Mayflower.

Along with the traditions of American origins and liberty young Walter acquired in early years an insight into the world of finance, just then assuming such great importance in affairs of America, from his father, a successful investment broker.

Walter went to the public schools until he was thirteen and then to the Harvard School of Chicago, whose roster holds so many names that are of prime importance in the city. In 1888 his father sent him back to New England where tradition and name means so much and he attended St. Paul's School in Concord New Hampshire for the three following years. He received his bachelor of arts degree from Yale College in 1895.

Back in the glorious Chicago of World Fair days young Brewster was eager to plunge into his life work. He entered the office of Edward L. Brewster & Co. at forty dollars a month and has remained with the company through his entire career. Later the firm name was changed to Russell, Brewster and Company.

His life flowed on smoothly with each year bringing some new mastery and each year opening some new horizon for his interest to explore. In 1903 on January 24, Mr. Brewster married Miss Kate Lancaster, daughter of Eugene A. Lancaster. Two children have blessed their union, Sarah Brewster who was born in 1904 and Edward L. Brewster in 1910.

With his business affairs running satisfactorily Walter Brewster turned to the affairs of his city. He became a Trustee of the Art Institute of Chicago which had sprung from the Columbian Exposition to a position of world importance. He became a trustee of the American Academy in Rome which has done so much for learning on both sides of the Atlantic. He was always interested in the efficient distribution of wise charity and assumed obligations as a director of the United Charities of Chicago. From 1925 to June, 1928, he was president of that institution.

But his activities went even further. He became president of the Foundation for Architecture and Landscape Architecture, which has done so much to make Chicago land the beautiful empire that it is. From 1921 to 1923 Brewster was president of the Chicago Stock Exchange.

In college, Mr. Brewster was a member of Delta Kappa Epsilon and Elihu Club. He is a member of the Chicago, University, Racquet, Casino, Cliff-dwellers, Saddle and Cycle, Onwentsia, in Chicago; Racquet and Tennis and Grolier Clubs, in New York. He has traveled frequently in Europe.

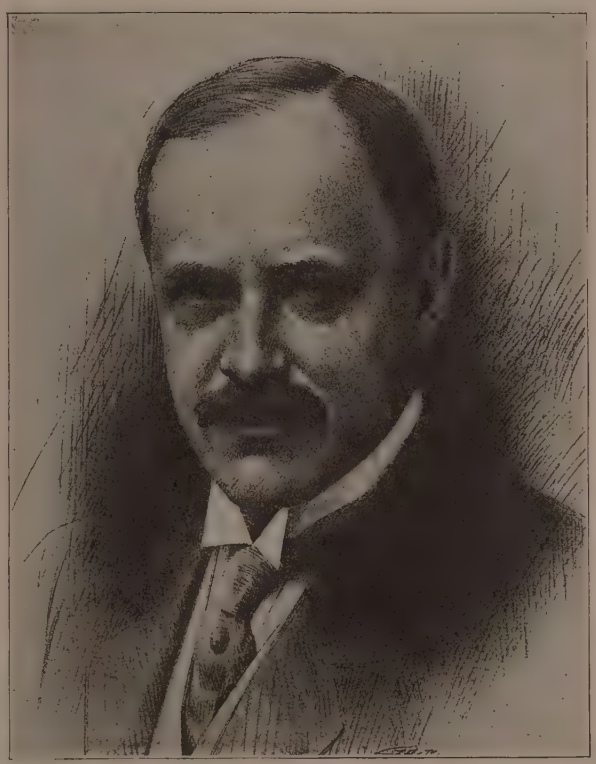
His record will tell how well Walter Brewster duplicated in the Middle West, the name of his ancestor in New England.

CURTIS N. KIMBALL

THE Kimball piano, a favorite instrument of virtuosos, is known upon the concert stage in many lands. Kimball products are to be found in tens of thousands of homes.

Behind this tremendous distribution, guiding the great enterprise of the W. W. Kimball company, is Curtis N. Kimball, who since 1905 has been president of that concern.

Mr. Kimball was dedicated to the business at an early age, when he was called from his father's farm in Iowa by his uncle, W. W. Kimball, founder of the firm, to come to Chicago and learn the trade from the ground up.



Mr. Kimball comes from early American-New England-stock, an ancestor, Richard Kimball, having settled at Watertown, Massachusetts, in 1634.

He was born in Wayne township, Mitchell county, Iowa, on January 4, 1862, the son of David W. and Sarah Moore Kimball.

With a sturdy bringing-up on the Iowa homestead, he was educated in private schools until he reached the age of eighteen. A corn-fed boy, sound of mind and body, he came to Chicago in 1879 to enter the great Kimball firm.

In order further to prepare himself for his life work and to learn the theory of commercial and industrial science, he supplemented his education by taking a night course in the Bryant and Stratton business college. There he mastered the intricacies of accounting and applied himself industriously to the systematic study of factory management, distribution of factory products, ramifications of the agency system and all the various complexities of financial operations and general management.

Thus equipped, and eager to learn and progress, his energy was substantially rewarded when, in 1893, he was made treasurer of the firm. In 1898 he became vice-president, and in 1925 succeeded his uncle as president of the corporation.

Mr. Kimball's career as a business man has been attended by unusual and even brilliant success. Under his regime the prestige of the company and of its products has been greatly enhanced, and the Kimball piano has more than maintained its position in the concert halls of America and Europe.

Mr. Kimball is interested not only in the manufacture of musical instruments from a purely commercial side, but in the bringing of better music into the American home and in the musical education of the coming generation.

He is, moreover, a patron of music and art, a lover of grand opera, of the concert and the Symphony orchestra. A connoisseur of rare books, he loves nothing better than to spend a quiet evening among his first editions in the library of his beautiful Highland Park home, Ridgewood. Here, also, he has assembled a valuable collection of paintings, many of them by the old masters.

Unassuming, democratic, and possessed of a gentle sense of humor, he has the gift of putting the visitor immediately at ease. He is known as a good listener, but as one who can be amiably persistent when the occasion demands.

The loyalty of his co-workers, his associates and employees, has ever marked him as a man fair to all and never unjust in his dealings. The prestige of the Kimball company attests his business integrity.

He is a life member of the Chicago Historical Society and of the Art Institute, and a member of the Chicago, the Bob o'Link and the Highland Park clubs.

With the exception of his business, his greatest pride perhaps is in his north shore estate, its beautiful grounds landscaped with trees, shrubs and flowers, its lawns carpets of green velvet, and he knows no greater pleasure than the horticultural development of this estate. In gardening, as well as in music and reading, he finds his recreation.

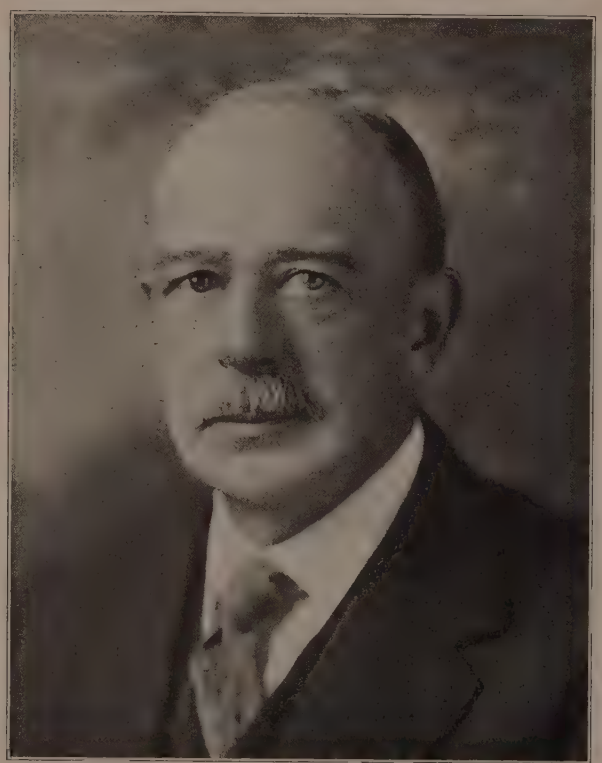
Mr. Kimball was married in November, 1894, to Fannie C. B. Hadley of Chicopee Falls, Massachusetts, and has two sons and two daughters.

LOUIS ELLSWORTH LAFLIN

THE Laflins are New Englanders. Six generations are listed: Charles; Matthew I; Matthew II; Matthew III; and George Hinman Laflin, whose youngest son was Louis Ellsworth Laflin.

Louis' mother, Mary Minerva Brewster, was the ninth generation directly descended from Elder William Brewster.

Louis was born in the family home in East Hoosatonic Street, Pittsfield, Mass. When he was three years old the family moved to Chicago. His grandfather, Matthew Laflin, a New England manufacturer of gunpowder, had visited Fort Dearborn to sell powder to the officers of the fort, and had decided to make his home in Chicago. He induced his son, George Hinman Laflin, to bring his family to Chicago and assist him in his various enterprises.



Their first home was on West Adams Street. The same year, 1864, they moved to 340 Wabash Avenue (now 525). After eight years they moved to 585 Michigan Avenue (now 1614) and that was the family home as long as Louis' parents lived.

During the winters of 1871, 1872 and 1873 Louis attended Babacke's Chicago Academy. In 1874 and 1875 he was at the Harvard School, and in 1876 and 1877 he attended Allen's Academy in Twenty-second Street. In 1878 he entered the Rensselaer Polytechnic Institute at Troy, New York, and received the degree of Civil Engineer there in June, 1882.

For the next two years he was employed by the Chicago and North Western Railroad Company, and built a spur of that road running through Geneva and Batavia.

Mr. Laflin was married, October 22, 1885, in Plainfield, New Jersey, to Miss Josephine Knowland, daughter of Frederick and Sarah Cadwalader Logan Knowland of Pittsburgh and New York.

Of their four children Florence died in infancy, Lawrence lived to be fifteen and died at the Hill School, Pottstown, Pennsylvania. Louis Ellsworth Jr. and Lloyd Alan, born in the family home at the northeast corner of Lincoln Park Boulevard and Erie Street, have lived to attain manhood.

From 1892 to 1895 Mr. Laflin studied architecture in Paris and traveled extensively. After his return to America he bought a winter home in California, and some years later sold that place and bought a home on Library Place, Princeton, New Jersey, where he spent the last nine winters of his life. From 1907 Mr. Laflin lived half the year in Ellslloyd, a home he had built in Lake Forest, Illinois.

During the World War Mr. Laflin was asked to go to Washington to organize the offices of the Shipping Board and later he was called upon to move the offices and personnel from Washington to Philadelphia.

Mr. Laflin's interests were large and varied. He maintained an office for all business connected with the Laflin family and a real estate business. He was a director of the Elgin National Watch Company, the Hamilton National Bank and the Merchants Safe Deposit Company.

He was a trustee for the Chicago Latin School, the Chicago Academy of Sciences and of Rensselaer Polytechnic Institute; a curator of Princeton University Library.

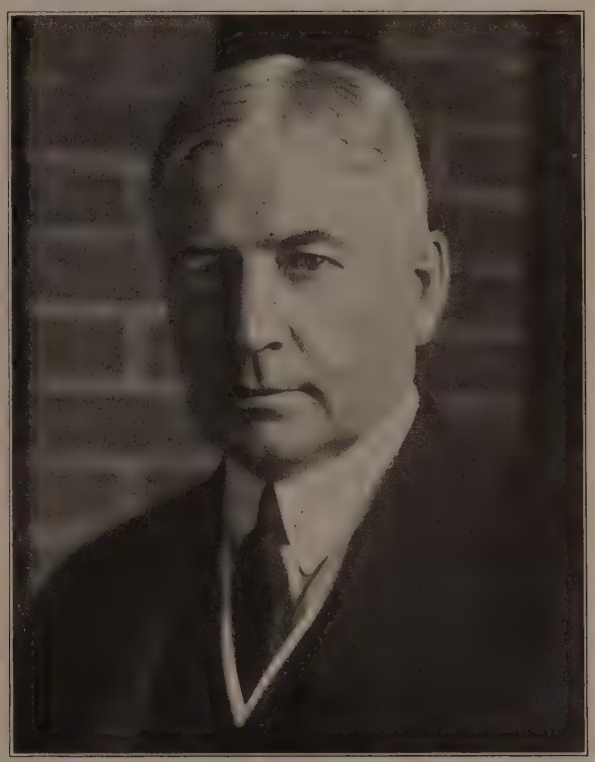
He was a member of the Chicago Club, the University Clubs of Chicago and New York, Shore Acres, Onwentsia, Saddle and Cycle Clubs, and of the Nassau Club of Princeton. He held many positions of honor and service.

Mr. Laflin died at his home in Lake Forest on September 2, 1922, at the age of sixty-one. His life had been upright, honorable and useful, and the influence he wielded, though modestly and quietly, cannot easily be estimated. His two fine young sons, who, with Mrs. Laflin, survived him are fully aware of their responsibility, in carrying on the family tradition, and with their father's life as an example they are sure to succeed.

FRANK O. LOWDEN

MODESTY, honesty and the ability and willingness to fight for a principle are qualities ever present in the sturdy gentlemanly face of Frank O. Lowden, lawyer, governor, and farmer. These same sterling qualities plus grit and hard work stand out in the romantic chapters of Gov. Lowden's useful and happy life.

In 1886 a young man fresh from the prairies of Iowa came to Chicago determined to forge a career in law. He was 25 years old and a graduate of the University of Iowa. He was willing to go to work at $8 a week as clerk while he studied at the Union College of Law, now part of Northwestern University. Not many years had passed when the name of that young man, Frank Lowden was written with the other names that have made Illinois history glorious.



And no wonder. For the young man had already gone far on the road to success when he came to the city of his ambitious dreams. Born near Sunrise, Minn., Jan. 26, 1861, the son of Lorenzo Lowden, the village blacksmith, Frank Lowden had early developed a passion for knowledge that would halt at no obstacle no matter how great.

His father had headed a band of citizens in building a tiny school house. Here Frank learned his "A, B, C's" while he wasn't doing chores. Sunrise people still talk of how Frank walked to classes with his face in a book and thrashed any youngster who was unwise enough to jeer or interfere.

When the Lowdens moved to Hardin county, Iowa, in the late '60's Frank made most of the journey on foot behind his father's "Prairie Schooner".

In Iowa, Frank's father turned to farming and the ideas that later flowered on the governor's famous Sinnissippi farm found root. But Frank was not content to plod through all his life behind a plow. By the time he was 15, Frank Lowden was teacher in the rural school near his father's farm. Frugal living and odd jobs enabled him to save enough to enter the University at twenty and begin his four years of struggle to make both ends meet while studying. He continued his studies on reaching Chicago both in law school and out. By 1896 his sphere of business and social movement had enlarged to include some of the city's greatest interests. He married in that year Florence Pullman, daughter of one of Chicago's most distinguished business men.

Much of the fineness and happiness of Frank O. Lowden's life is due to his wife. Home has always meant a great deal to the Lowden family, father, mother, and all four children. It meant so much that when President Coolidge offered Mr. Lowden the post of Ambassador to the Court of St. James and the governor put it up to his family, they all decided that they would be happier on their farm.

Mr. Lowden's interest in politics took form after his establishment as a Chicago barrister. He was a degate to the convention that nominated McKinley and Roosevelt in 1900. Four years later after being defeated for the Republican nomination for governor he stumped for Charles S. Deneen, his successful rival. Mr. Lowden represented the 13th congressional district in Washington from 1906 until 1911 and in 1916 was elected governor of Illinois to serve one of the most brilliant terms on the Illinois roster as war governor.

Frank Lowden has refused the posts of assistant postmaster general, secretary of the navy, Ambassador to England and the Republican nomination for Vice-president in 1924. Frank O. Lowden has never sought the public eye for the advantages fame would bring him personally, but undoubtedly history will reveal him as one of the staunchest defenders of agriculture in one of the most trying farm crises America has known and as a great executive in the great trial of the World War. His life has been great in its simplicity.

RICHARD FLOYD CLINCH

FORTY-FIVE years ago a young southern gentleman of distinguished ancestors, came to Chicago and obtained a position with the Joliet Steel Company at $25.00 a month. Today that man, Richard Floyd Clinch is president of the Crerar-Clinch Coal Company; vice-president of the Chicago Milwaukee and North Shore Railroad, the Chicago Rapid Transit Company, the Chicago Aurora & Elgin Railroad, and a director of the Central Trust Company of Illinois, as well as president and director of the Traverse City state bank of Michigan. He is also president of the Chicago Auditorium Association.

To the imaginative, those facts tell a story more thrilling than the average story book contains and more meaningful to the youth of the country than a volume of sermons. The list of titles points to only one possible conclusion—that the man who holds them is a power in Chicago.

Richard Floyd Clinch was born on the Georgia estate of his father, Col. Duncan L. Clinch, July 19, 1865. His mother was Susan A. (Hopkins) Clinch. The "colonel" a rice planter and a true southern gentleman of the old school, despite the hardships following the war in which he had distinguished himself as a Confederate commanding officer at Olustee, gave his son a typical gentleman's education. The Clinches, even before the colonel's time had won distinction. Floyd's grandfather, Gen. Duncan Lamont Clinch, had won fame in the War of 1812. Accordingly Floyd was educated in private schools of Georgia and later sent to the military academy at Cheltenham, Pennsylvania.

To the casual observer, such an education together with the high idealism of the Southern gentleman, would seem not the best to fit a man for the rush and smoke, the clamor and din of Chicago industry. But the achievements of Richard Floyd Clinch leave an indelible record of the fine stuff that this gentleman was made of.

It must have been somewhat of a "come down" to begin with the Joliet Steel Company at $25 a month, but the steel in Mr. Clinch's character was adamant. He entered the employ of the company in 1883 and six years later, had reached such a position of prominence in his world of business that he organized the firm of Crerar, Clinch & Co. and when it was reorganized as Crerar-Clinch Coal Co. he was chosen as its President.

The list of titles that opened this sketch is not a complete one. In addition to those, which might make any man proud, Mr. Clinch holds these: President, Hannah & Lay Company, Hannah & Lay Mercantile Company, Traverse City, Mich.; Chairman Board North Shore Material Co.; director in North American Accident Insurance Company, and director of the Motor Transit Corporation.

Mr. Clinch was married to Katharine S. Lay, daughter of A. Tracy Lay of Chicago, in April, 1890. The Clinches have two children: Duncan Lamont Clinch and Margaret Lay Clinch. The family residence of the Clinches is in Hubbard Woods.

Mr. Clinch is a member of the Protestant Episcopal church and is Junior Warden of Christ church of Winnetka. He is chairman of the business committee of the Young Men's Christian Association. He was a hard and prominent worker in all the financial drives of the world war. In politics he classes himself as neutral. Hospitals and religious undertakings have been the beneficiaries of his fortune to a most liberal extent.

Mr. Clinch is a member of Chicago, Union League, Indian Hill Golf, Electric, Chicago Yacht, Traffic, Economic clubs of Chicago and also of the Sons of Colonial Wars.

As a purveyor of "black diamonds" and of fine business and personal ideals he has gained Chicago's highest esteem.

JOSEPH LEITER

GUARDIAN of vast interests, storm center of the wheat pit in past years and dominating figure of one of Chicago's most spectacular civil lawsuits, Joseph Leiter is perhaps the most colorful of the city's possessors of great wealth.

Entrusted with management of the estate of his father, Levi—an estate conservatively estimated at $30,000,000—Joseph Leiter has spent his recent years in Chicago overseeing the doings of the estate's realty, in Washington at the home of his mother, in Wyoming, where his great ranch and irrigation projects demand the energies of a herculean farmer, and in Zeigler, Illinois, the mining town which he built himself.

Mr. Leiter was born in Chicago December 4, 1868, the son of Levi Z. Leiter, a pioneer merchant prince, and Mary Theresa Carver Leiter. After a preparatory course at St. Paul's school, Concord, New Hampshire, he matriculated at Harvard and was graduated there in 1881.

Back in the city of his birth, he plunged immediately into his father's myriad affairs—affairs of a gigantic size in those days of the making of huge fortunes. In 1881 and 1882 he assisted the agent for his father and for the next six years himself acted as the agent.

In the autumn of 1897 Joseph Leiter began a campaign on the board of trade that established him at that time as the greatest buyer of wheat in the pit's history. In the beginning of 1898 his store houses and elevators were crammed full. He was confident wheat would go up and his feeling was correct, for the price did jump. But Philip D. Armour was aware of Leiter's corner. Though the lake shipping season was over, he hired a crew of ice breakers and tugs and brought into Chicago all the wheat he could get. The crash came when Leiter could not handle all the Armour wheat, but the young financier rallied, undismayed, and has stayed with the game.

Mr. Leiter became a director of the Chicago Edison Company, the Chicago and South Bend Rapid Transit Elevated Company, the Chicago City Railways Company and other traction interests. The affairs of these concerns he followed closely until his father's death left him with the affairs of the estate almost entirely in his hands.

He invested heavily in mining interests and built Zeigler, Illinois, despite the jeers of hundreds who claimed they knew better. He supervised the subdivision of the city, and when the mines began to pay and the town grew to 15,000, the Leiter estate was richer for his efforts.

The same foresight prompted him to his extensive ranching activities in Wyoming. He bought up thousands of acres of land and began vast irrigation projects. Here he met with the same scoffing. Time alone will tell whether he was right in Wyoming as he was in Zeigler, but the first is a good indication that Joseph Leiter knows what he is about.

In 1926 Marguerite, his sister, who had become Lady Hyde, Countess of Suffolk and Berks, brought suit in Chicago courts to have Joseph removed as a trustee of the estate, which as the oldest child he had had a major part in managing. Twelve thousand pages of testimony were recorded, one thousand exhibits were introduced, batteries of distinguished lawyers argued, examined and cross-examined. Society attended with the nobility. The trial lasted eleven months. And Joseph as manager of the estate was exonerated and left in charge.

Mr. Leiter in addition to his duties as trustee is now president of the Zeigler Coal Company; a director of the American Security and Trust Company of Washington, D C., and the Washington, D. C. Gas Company.

In Chicago he maintains a residence at 229 Lake Shore Drive. Much of his time is spent in his mother's home, 1500 New Hampshire Drive, in Washington.

VINCENT BENDIX

HE SEEMED born to invent things, did Vincent Bendix, son of the Rev. John Bendix, a Methodist minister. It was in 1881 that he was born at Moline, Illinois, where his father was the local minister; and ever since that day Vincent Bendix has been inventing new things, or new ways of doing old things.

Inevitably he became interested early in life in automobiles, for the automobile was born about the time he began to be aware of the fascination of mechanics, and in a manner of speaking, he and the automobile grew up together. And to this day they have never been separated.

Young Bendix in some mental aspects resembled the Chinese in the story who circled a trolley car, round and round, trying to see what made it go. His final verdict was, "No pushee, no pullee—runnee like hellee, though."

Vincent Bendix was interested in the "pushee" and the "pullee" which started and stopped an automobile, and he has amassed, nobody knows how many million dollars, inventing new ways to make it go when it was motionless, and then to make it stop when it was in motion. Starters and brakes—those were his hobbies.

This obsession of his kept him out of the pulpit, and probably spoiled a good preacher to make a rich inventor; for when the Rev. John Bendix brought his family to Chicago, he wanted Vincent to study for the ministry, but found him so devoted to mechanics that preaching had no charms for him.

The boy spent all his spare time experimenting with machinery of whatever kind he could get his hands on. He would take them apart—any boy can do that. But he would also put them together again when he had learned about their insides, which not every boy can do. And often he would find a way of reassembling the parts which made the thing work better than it did before.

This passion for mechanics actually ruled his life, for it led him to leave home at the age of sixteen—in the night, and without the consent of his parents—and go to New York. There he got a job with a railroad and, while working nights, decided to make a lawyer of himself, and studied law during the day.

It was no use. He could not convince himself that even the law was better than mechanics, so he gave up Blackstone and took a course in mechanical engineering, specializing in the study of designing motor engines. It was while he was taking this course that he realized that the chief needs of the automobile of that day were efficient devices to start and stop a car easily, quickly and surely.

When he had finished his mechanical schooling, young Bendix returned to Chicago and took a position as sales manager for the Holsman Automobile Company. He sold automobiles all right, but the most important thing he did was to experiment, day and night, on an electric self-starter. He easily contrived a machine which would spin at the touch of a button. But what puzzled him for a long time was to find a feasible method of hooking up this starter with the fly wheel of the engine.

When Mr. Bendix wanted to find a device for stopping a car, he found it—in Paris and made a deal for the rights to manufacture it in America.

Now the Bendix Corporation turns out starters and the Bendix Brake Company turns out stoppers, and both turn out millions for the son of the poor preacher who loved to study machinery.

A recent financial stroke of Mr. Bendix has attracted the attention of the whole country. He bought the famous Potter Palmer "castle" on Lake Shore Drive for three million dollars.

Mr. Bendix was married on April 6, 1922, to Miss Elizabeth Channon, the brilliant daughter of Mr. and Mrs. James H. Channon, prominent Chicagoans. Their married life is ideal.

OGDEN TREVOR MCCLURG

OGDEN TREVOR MCCLURG combined in a remarkable degree many qualities, any of which would have made him a leader. Death took him in his prime, but not before he had won high esteem as a keen business man, an explorer, an internationally known yachtsman, a naval officer of rare efficiency and the projector of the most striking development in Chicago real estate in recent years.

Born in Chicago, September 8, 1878, the son of General Alexander Caldwell McClurg and Eleanor Wheeler, a niece of William B. Ogden, Mr. McClurg was descended from Joseph McClurg who came from Ireland in 1796 and settled in Pittsburgh. He began his education in what is now the Chicago Latin School. Later until he entered college he studied with private tutors. He matriculated at Sheffield Scientific School, Yale University, graduating in 1901 with the Ph. B. degree.

General McClurg, the founder of A. C. McClurg & Co., publishers and booksellers, a house of world wide reputation, died in 1901, and his son realizing his responsibilities and his duty to carry on the organization, entered the house in a minor capacity, determined to learn the business from the ground up. Within one year he was made a director, elected secretary soon afterwards, finally becoming President in 1911.

His favorite avocation was yachting, and his fame as a skipper was world wide. Many were the trophies he brought to Chicago, the most famous perhaps being the Yacht Racing Union Challenge Cup in 1912, and the Lipton Cup representing the Championship of the Great Lakes, in 1923.

Entering the Naval Reserve in 1902 as a seaman of the second class he advanced grade by grade until in 1912 he became a lieutenant on the Reserve List. During the World War he served in the following stations: Chief-of-Staff at Great Lakes; Assistant District Commandant of 9th, 10th and 11th Naval Districts; commanded U. S. S. "Wolverine," U. S. S. "Galatea," a squadron of sixteen submarine chasers built in the west for France, taking them through the Great Lakes from Chicago to New York under great difficulties.

Sent to France as Chief-of-Staff of the District of Brest, Mr. McClurg served as aide to Rear Admiral Halsted. After the Armistice he became assistant naval attaché at Paris, and Chief-of-Staff for Admiral Long. November 14, 1919, by special act of Congress, he received the rank of full commander of the U. S. Naval Reserve. He was recommended for the Naval Cross by Admiral Wilson.

Mr. McClurg was a pioneer and leader in the transformation of "Streeterville" from a dreary No-Man's Land to the most approved residence district of the city, designing and building the first apartment building at 999 Lake Shore Drive. At the time of his death he was projecting the magnificent apartment building at 209 Lake Shore Drive.

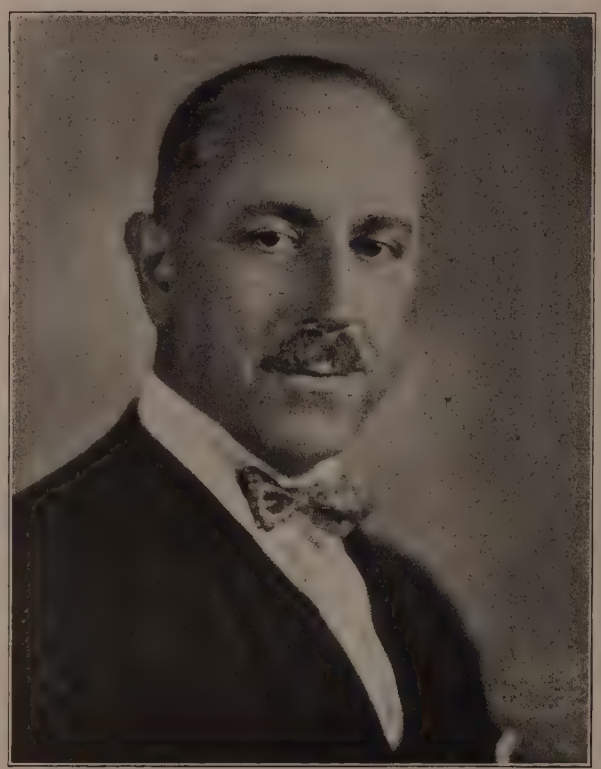
Ogden McClurg married February 24, 1903, Marion Winifred Ewen, a distinguished yachtswoman. Mrs. McClurg died without children, and on March 6, 1916, he was married to Gertrude Florence Schwarz. Two of their four children, Eleanor Wheeler and Barbara Ogden, are living.

In the death of Ogden T. McClurg, April 20, 1926, Chicago lost a man who was a power for good, giving liberally of his time and means. He created the Subscriptions Investigating Committee of the Chicago Association of Commerce, was a director of the Association, Chairman of its Army and Navy Committee and a member of the Mercantile Marine Committee. A director of the Chicago Dock & Canal Co., member of the Loyal Legion and Military Order of the World War; Vice-President Delta Phi of the Middle West. A member of the Racquet, Saddle & Cycle, Chicago Yacht, New York Yacht, Royal Canadian Yacht, Yale Clubs of Chicago and New York, South Shore, University and Caxton Clubs.

MAJOR FREDERIC MCLAUGHLIN

CLUBMAN, polo star, social light, soldier and successful co-pilot of a large commercial enterprise, Frederic McLaughlin is one of those who carry a name established by an earlier generation to fuller and broader distinction.

The son of W. F. McLaughlin, the "coffee king," Frederic was educated in private schools and was graduated by Harvard in 1901. Returning to his native city he entered his father's office, shone in social affairs of the highest circle and developed a national reputation as a polo player of great ability. The sporting blood so hot in his youth has always played a major role in his life.



His steady development in business was interrupted by the excitement about Pancho Villa in 1917 and he joined the American Expeditionary Force in pursuit of the bandit as stable sergeant in the First Illinois Field Artillery, employing to good advantage the love and understanding of horses that is part of every polo player's make-up.

News of America's entrance into the World War no sooner reached Sergeant McLaughlin than he was ready for serious business. As commanding officer of the Three Hundred Thirty-third Machine Gun Battalion he saw action, and plenty of it, in France, returning to Chicago December 27, 1918, to look after his business interests here. His battalion gained distinction as part of the famous Black Hawk Division, or Eighty-ninth, whose prowess has made world history.

From historic battlefields in the old world to the daily round of American business life is a far cry and calls for an adjustment that is not always at once effected. In the case of Major McLaughlin the adaptability of young America was well illustrated. From the hazards of war to the hazards of big business he stepped with the ease which a quick thinking polo player displays in a close encounter in that incomparable game.

In November, 1926, Chicago society was startled with the news of the marriage of Frederic McLaughlin and Irene Foote Castle Treman. The ceremony had been secret and the young couple honeymooned on a trip around the world, their trail being followed by an intermittent series of press dispatches. Major McLaughlin's first marriage was of short duration and ended in 1910.

Mrs. McLaughlin became a favorite in Chicago, her charm was irresistible. Her love for horses and dogs has become legendary. When the McLaughlin home in Lake Forest caught fire in 1928, a dog which Mrs. McLaughlin had picked up in the streets and cared for, aroused the family and, it is reported, saved them.

Major McLaughlin has always been a man in much demand at club gatherings and in club affairs. He is a member of the Chicago, Shore Acres, Onwentsia, Old Elm, Meadow Brook, Saddle and Cycle, Casino Racquet and Cliff Dwellers Clubs. In later years golf has succeeded polo as the sport in which he indulges, but his interest in horses, together with his wife's passion for them and his own prowess on horseback, place the couple among those counted on at every match of note.

The happy domesticity of the McLaughlins is a by-word. They have one daughter, Barbara.

In 1927, when the revival of ice skating and hockey was at its height, Major McLaughlin entered the professional hockey field as owner of the Black Hawks, the name perhaps reminiscent of his days in France.

The record of Major McLaughlin is written much in the fields of outdoor action. In spite of this his business is never neglected. As secretary and treasurer of W. F. McLaughlin & Company, he exercises a keen sense of business values. Together with his brother, George, president of the company, he is acting as a well appointed steward of the earthly possessions left him when his father passed on.

His town residence is at 2350 Lincoln Park, West.

ROBERT HENRY ALLERTON

IN THIS age of so-called flaming youth, when we are told by those who claim to know that the sons of great men merely squander the results of their fathers' achievements, it is comforting to look at a career such as Robert Henry Allerton's. Fortunately placed by his birth, Mr. Allerton far from squandering what opportunities his position gave made the most of them and created new fields of endeavor for himself, and broadened the commercial, and artistic life of his city so that others, less fortunately handled by life perhaps, might enjoy the finer things of the earth.

Mr. Allerton was born in Chicago, March 20, 1873, and though his financial and industrial interests cover a large portion of the map of the United States he has always remained a Chicagoan. He is the son of Samuel Waters Allerton, financier and business man, and Pamilla M. (Thompson) Allerton. His early education was received at the Harvard school and Allen's Academy in Chicago. Completing his preliminary courses he went east to prepare for college at St. Paul's school in Concord, New Hampshire. He completed his education abroad at the Royal Academy Munich, Holland, Bavaria, and at the Ecole des Beaux Arts in Paris.

Returning to Chicago, far from feeling that his intellectual and artistic training had set him apart from the mundane affairs of life he plunged immediately into his father's business and when the elder Allerton died, Robert Henry Allerton was prepared to carry on the affairs of the far flung business enterprises which his father had organized and led. He succeeded his sire in many executive positions.

But despite the demands of the varied Allerton enterprises Mr. Allerton demands time for his farm in Monticello, which has won a reputation of one of the finest in the world. Experts come from all parts of the United States to see "how Allerton does it" and society from every corner of the globe is at home on the Allerton "place."

Mr. Allerton is known as a leader in business and financial circles, in art circles, in the world of music. He has served as president of the Pittsburgh Union Stock Yards and the Pittsburgh Provision company, the Art Marble company and the A. T. Land company. He is connected with the First National Bank of Chicago and the First National Bank of Monticello. He is president of the First National Bank of Allerton, Illinois, and of the First National Bank of Spaulding, Nebraska.

Mr. Allerton's love and appreciation of the arts does not stop with the passive possession of objects of art. As a director of the Art Institute of Chicago, he is vitally interested in that institution's affairs, giving, through his efforts, the people of Chicago the opportunity to possess, through seeing, the masterpieces of all time and also extending to those who would learn the intricacies of creative painting the opportunities to study at home. The Art Institute of Chicago is known the world over, and Mr. Allerton shares in its glory.

And again in music, his interest is of the kind that is not sparing with time, money and effort. As a member of the board of directors of the Chicago Civic Opera, Mr. Allerton has a hand in one of the great musical institutions of America. It was not so many years ago that it was generally said that Chicago could never produce anything more beautiful than the stockyards and the elevated system. It is men like Robert Henry Allerton that have made the scoffers eat their words.

Mr. Allerton is a member of the Chicago, Casino, Arts and Cliff Dwellers, the University, Saddle and Cycle, Racquet and Coffee House clubs, the latter of New York City. He is a Republican and a member of the church of St. Paul's on the Midway.

HENRY C. TILDEN

THE first impression that the visitor obtains of Chicago proper is almost invariably one of magnificent shops. For it is the exclusive Michigan Avenue establishments that greet his gaze as he strolls or rolls up the boulevard, and it is to these Chicago is indebted for the fine first impressions that visiting dignitaries obtain of our city.

Prominent among these Michigan Avenue shops is Spaulding & Co., where the elite of the city go to buy jewelry and cognate products. Of this admirable store Henry C. Tilden is President, guiding its destinies with an inspired touch which has ever maintained its position as one of the very smartest of Chicago's jewelry establishments. Here one alights from one's motor, respectfully handed out by a uniformed lackey, and enters a store remarkable for its refinement of tone. Here one chooses one's purchases in that typical Michigan Avenue atmosphere which Mr. Tilden has known so well how to evoke.

Henry C. Tilden, the presiding genius of this most impressive shop, is a native of Providence, R. I. He was born on September 13, 1871, the son of Henry and Anna Isabel (Congdon) Tilden. The former was President of the Tilden-Thurber Co. of Providence. Mr. Tilden received his education at the English and Classical School in his native city.

The inception of his business career found him with Sheldon & Binney, bankers and brokers in Providence, where Mr. Tilden's daily labors were rewarded to the extent of five hundred dollars per annum. In February, 1902, Mr. Tilden decided to come to Chicago. His first employment in this city was with Spaulding & Co. in the capacity of Department Manager. Discharging his offices in a characteristically capable manner, Mr. Tilden won the confidence and respect of his employers, who elevated him to the position of Secretary three years later—in August, 1905.

Mr. Tilden's ability was too aparent to remain unrecognized; and so it was that he eventually acceded to the Presidency of the organization, a post which he holds today with such signal credit to the firm, to himself, and to the community in general.

We have referred before to the supreme importance of Michigan Avenue shops as an agency for gaining the admiration and respect of those who are visiting our city for the first time. These shops have an association entitled the Michigan Avenue Association, and it is a tribute to the popularity, business judgment and executive ability of the President that he should have been elected to office by the select coterie of leading merchants who comprise his colleagues and his competitors for office. That office is now occupied by Henry C. Tilden.

Aside from his business career, Mr. Tilden has had other experiences on which he can look back with no little pleasure. He has made numerous trips to Europe, visiting the famous capitals of the Old World and rubbing elbows with our Continental cousins. His first such trip was in 1884 when he was but thirteen years of age; but he has repeated this experience many times since. He is fond of reading books on technical topics as well as history. The latter study has undoubtedly been rendered doubly attractive by virtue of his European travels, enabling him to visit in person the historic art centers, palaces and battle sites which figure so prominently in the pages of history.

Mr. Tilden was married on November 1, 1894, to Miss Flora B. Stiness, daughter of Judge and Mrs. John H. Stiness of Providence, R. I. They have a son, Laurence S., and a daughter, Mary (now Mrs. Gordon Buchanan, Jr.). Mr. Tilden is a member of the Episcopal Church and adheres to the Republican Party. He belongs to the Chicago Club and the Evanston Country Club. Coming in contact with the *creme de la creme* of Chicagoans as he does, Mr. Tilden has a wide acquaintance among our leading citizens who claim him as one of their number.

ROBERT ELIJAH PEACOCK

THE eldest son of Charles Daniel Peacock and Mary Ann Smith Peacock was born in Chicago on April 8, 1876. Only five years before his birth the family business had been all but obliterated by the Chicago Fire. But it was a hardy concern, founded on a secure reputation for two generations. And so, while Robert Peacock was growing up, a parallel and equally rapid growth was taking place in the new jewelry business that was built upon the ashes of the old.

His education was secured at Allen's Academy, the University School, Andover and the University of Michigan. His first position was as — messenger in his father's store. It was part of the tradition. From the very bottom he had to begin, and before he had reached the top he passed every rung on that trite figure, the Ladder of Success. His first promotion was to the position of stock clerk. His ascent to the Presidency of the firm of C. D. Peacock, Inc., has therefore been only by dint of learning the workings of each department intermediate between carrying parcels and mapping the policy of the firm.

Robert grew up with many Chicagoans whose names are significant today, Paul Harvey, T. H. McNeil, Daniel Chamberlain, George and Sanger Pullman and Robert Stone are among them, plus the countless others who have leaned over the Peacock showcases to chat with Mr. Peacock. Not only because of the reputation of the firm, but also because of their personal regard for its president so many of Chicago's prominent social and civic leaders buy their jewels and silver at Peacock's.

On October 28, 1902, the year before his father's death, Mr. Peacock was married to Miss Josephine McLane. They have two children, Dorothy and Charles D. Peacock III. Mr. Peacock is a Republican in his politics. He is fond of hunting and golf, and has traveled extensively.

He is at present active in directing the affairs of C. D. Peacock, Inc. as president, with his brother Walter C. as treasurer. Recently a new and long forward step was taken when the firm was removed from its old location at State and Adams Streets to its new location at State and Monroe in the new Palmer House, where Chicago's admirers point it out as one of our most noteworthy new-old stores—old historically (for it is nearly a century since Elijah Peacock first became a pioneer jeweler in this city); new in the sense of progressive modernity.

Mr. Peacock occupies an exceedingly favorable niche in the opinion of those whose esteem is worth while. The gentility which may be remarked in his personality and his business alike is partly imputable to heredity, and partly to his early environment. The Peacock home during his boyhood was on Indiana Avenue near Eighteenth Street, which was then among the finest residential districts of Chicago. In this beautiful mansion and at the very best educational institutions was his boyhood spent —a happy instance of the beneficent effect of lofty traditions and home influences paving the way for future eminence.

The biography of Robert E. Peacock is inextricably bound up with the growth of the firm with which he has been connected since 1896. In it we find the culmination—to date at any rate—of the fascinating evolution which began the same year as the City of Chicago in a humble wooden structure and which Robert E. Peacock assisted by his associates have brought to its present imposing state.

Mr. Peacock has a son and nephews associated with the firm, steeped in its traditions and pledged to its policies, so that if he should ever desire to retire and spend his time in study or travel, C. D. Peacock, Inc. would continue as one of the notable institutions of Chicago.

Mr. Peacock is a member of the Beta Theta Pi fraternity, and the Exmoor, Glenview and Midlothian Country Clubs, Chicago Athletic Association and Chicago Club.

EVAN EVANS

EVAN EVANS was born in Ohio. He could not speak English until he was eight years old. The original family home was at Llangethio, Wales. Reared by Welsh-speaking parents, he spoke only that language. He spent his boyhood on a farm, and had the usual struggles to earn the money with which to pay his way through school. These experiences cover a wide range, including farming, teaching country school, and clerking in a country store.

With his Welsh blood go all the characteristics that distinguish the race, a warm temperamental nature, a keen appreciation of art, and a love of home and outdoor life.

In our Chicago of this day, the title "builder" is a magic word — a word that raises dream vistas of office palaces, castle-like homes of industry, palaces of art, amusement, education, finance, and pleasant dwelling places. And Evan Evans is a builder. In addition he has built his own life with remarkable success, adapting it to the needs of each situation he has encountered, but always raising one story above the other to make the completed structure an artistic whole. His success he ascribes to his belief that "every man who has work to do should take his job seriously, not himself."

Evan Evans is Vice-President of The Lundoff-Bicknell Company, and one of the principal owners of The Buildings Development Company, which company owns and manages five major building projects in Chicago and Milwaukee. He is a believer in Chicago and its future. He has been engaged in real estate development for twenty years. His first venture was at Congress Street and Wabash Avenue, where he is the principal owner of the Ohio Building leasehold. The Chicago World's Fair of 1933, of which he is a founder member, he regards as a definite contribution to Chicago's growth and greatness.

He is a director of The Old Dearborn State Bank of Chicago, and of the Engineers National Bank of Cleveland, Ohio.

He is Chairman of the Board of Olivet Institute, giving much of his time to boys' work and other civic projects.

His clubs are: Arts, Barrington Hills Country, Chicago Athletic Association, Chicago Yacht, Forty Club of Chicago, Lambs, New York, International Sportsman's Club of London, Racquet, Tavern, Union League.

Although he boasts a legion of friends of the most interesting sort, he is essentially a home-loving, "clannish" man, to use his own phrase. He likes nothing better than to have a few friends at his home, where they have carte blanche. In one of his essays, Max Beebohm divides humanity into two classes, those most at ease as guests and those whose pleasure takes the form of being host. Evan Evans strikingly typifies the latter class.

Incurably addicted to outdoor life and a love of travel, Evan Evans has a Canadian ranch located near the Canadian Rockies, where he spends some time each year. He is fond of mountain climbing and indulges this hobby each year in exploring new trails and peaks, so that he is on familiar terms with the mountains of the Lake Louise and Banff district of the Canadian Rockies.

His wanderings have not been confined to the New World. He is familiar with the beauties of Wales, having explored it extensively on foot and by motor. He is familiar, also, with the Continent and the civilizations that flourish there.

Evan Evans married Miss Pauline Hart, who designed their beautiful home "Mikado," at Barrington, Illinois. His office is at 100 North LaSalle Street, Chicago.

Being a founder member of the Chicago World's Fair Centennial Celebration, makes it a foregone conclusion that he will lend valuable assistance to the success of the undertaking.

CALVIN FENTRESS

COMING from a family of genuine pioneers—folk who have always been frontiersmen, leaders in whatever they undertook—Calvin Fentress has not failed in upholding the ancestral tradition. Originally the Fentress family were Southerners, the earliest paternal American ancestor having settled near Norfolk, Virginia, in 1670.

Mr. Fentress was born on May 22, 1879, in Bolivar, the county seat of Hardeman County, Tennessee, seventy-five miles east of Memphis. He is the son of James and Mary Tate Perkins Fentress. The former, known as "Judge" Fentress, is best remembered as counsel for the Illinois Central Railroad Company. Calvin Fentress' paternal great-grandfather was for many years speaker of the House in the Tennessee Legislature. For him was named Fentress County, Tennessee. Mr. Fentress' great great grandfather was a soldier in the Revolutionary War; his grandfather, a captain in the Mexican War; his father, a captain in the Confederate Army in the Civil War. He is a member of the Sons of the American Revolution and of the Sons of Conferedate Veterans.

In 1889 Mr. Fentress was brought to Chicago, where he attended the University Elementary School. Later he was sent east to receive his preparatory education at the Lawrenceville and Princeton Prep. Schools. Mr. Fentress attended college at Princeton, from which University he received his A. B. degree in 1901.

The following year saw him at work as office boy for Lyon Gary & Co., where he started his business career in April, 1902. His salary here was sixty dollars a month. In the business world Mr. Fentress showed unusual ability from the very outset. In 1903 he was elected secretary of a lumber concern, and from then his career steadily brought up and up on the successive rungs of the ladder of commercial success. In his present position as Chairman of the Executive Committee of Baker, Fentress & Company, a timber land bonding house, he enjoys the respect and confidence that outstanding energy and ability always deserve.

Mr. Fentress has held a number of responsible posts in the past, including a membership on the Winnetka Public School Board, Trusteeship of the North Shore Country Day School, and Graduate Councilship of Princeton University. At present he is Trustee of the Berkshire School. Among the organizations in which he holds membership are: The Cap & Gown and Nassau, Princeton; Princeton of New York; Chicago; University; Saddle and Cycle; Union League; Attic; Harvard-Yale-Princeton, Chicago; Indian Hill Country; Winnetka Tennis; Commercial; Economic, and Industrial Clubs.

During the World War Mr. Fentress was Associate Chairman of the Central Division of the American Red Cross and he is now a member of the Board of the Chicago Chapter and a member of the Chicago Crime Commission. He is President of the Princeton Club of Chicago, was formerly President of the Western Association of Princeton Clubs, was Director in the University and Harvard-Yale-Princeton Clubs, and is President of the Princeton Class of 1901.

On January 14, 1903, Mr. Fentress married Paulina Stearns Lyon, daughter of Mr. and Mrs. Thomas R. Lyon. The Fentresses have seven children: Dr. Thomas Lyon, Mary, Calvin, Emily Gary, Paul Lyon, Harriet and James.

In politics Mr. Fentress is an Independent. He attends the Congregational Church of Winnetka.

In 1902 Mr. Fentress travelled extensively in Asia Minor and Northern Africa. He is fond of reading biography and history, of tennis and of gardening.

He is a quiet man, whose unusually modest and retiring demeanor give no hint of the esteem and respect in which he is held by those who know him.

JAMES ROBERT CARDWELL

WHEN James Robert Cardwell was a youngster picking up useful information by way of the manual training school of Washington University, St. Louis, he had one deep ambition. He wanted to be an independent business man. His dream didn't include all the hidden rocks in the uphill trail to his goal, but rocks or no rocks, James Cardwell got what he wanted and incidentally contributed to the efficiency of a national system of railroads unsurpassed anywhere, and left much to the city that granted his wishes.

The president of the Union Draft Gear company and the Cardwell Manufacturing company was born in Concord, Virginia, Oct. 27, 1873, the son of Charles W. Cardwell and Dolly Ming Franklin Cardwell, a descendant of Benjamin Franklin. His father, an engineer and farmer traced his family tree back to Viscount Cardwell of England, but the later inventions of the son seem to indicate a cropping out of Franklin's interest in mechanics.

The course in manual training young Cardwell got in St. Louis comprised the total education, outside of the hard knocks to come, at his disposal. He found work soon after its completion with the N. K. Fairbank company at $50 a month.

But a friend, P. W. Cowan, kept his faith in himself alive and his ambition hot despite the pace of his advancement, which must have seemed slow to him then.

That young Cardwell wasted little time is attested to by the fact of his arrival in Chicago in Oct., 1893, and that by his twentieth birthday he was on the pay roll of the American Cotton Oil company as a clerk. On that payroll he stayed until 1905, when at the age of thirty-two he felt himself fortified enough in the ways of the business world to hit out for himself.

In that year he organized and became president of the Union Draft Gear company. Truly, the boyhood ambition had flowered soon into reality, despite the impatience of his twenties.

The Cardwell Manufacturing company followed and won a place in the sun as maker of railroad appliances. The ambitious boy had become a powerful man of many affairs.

James Robert Cardwell has invented many of the devices his companies make. Amongst them is the well known Cardwell friction draft gear.

The demands of a business career such as Cardwell's, kept him pretty close to his companies, but he was never too busy to take a deep interest in the affairs of his community and he has always found time somewhere in the crowded day to pick up the biography of some great man and lose himself in the strivings of others. From boyhood he has cherished a love of athletics and a pleasure in horses and riding.

James Cardwell is a member of the Chicago Association of Commerce, the Illinois Manufacturers' Association, and the Railway Supply Men's Association.

His eagerness to help others to educational advantages he could not get for himself places him among the guarantors of Northwestern University. And coming into wealth through his own hard work, he has been free with his money in helping others. His donations to hospital work have been extensive and he is chairman of the board of the Ravenswood Hospital.

On March 14, 1904, a year before Mr. Cardwell went into business for himself, he was married to Zouella Durbin, daughter of W. L. Durbin. They have two daughters, Dorothy and Virginia Anne.

Mr. Cardwell is a member of the following clubs: Union League, Chicago Riding, City, Edgewater Golf, and Barrington Hills Country. He is a Royal Arch Mason. His ties with the state of his birth and the place of his boyhood have been kept strong through the Southern society of Chicago and the Missouri society.

ALBERT R. BRUNKER

MAN of large business affairs, prominent in the government service throughout the World War, declining to hold public office himself but always battling for honesty and uprightness in public officials—such is Albert R. Brunker, citizen of Chicago, and one of her most loyal sons.

Mr. Brunker was born in Philadelphia, Pennsylvania, on Jan. 7, 1883. His parents were Robert J. Brunker and Edith Mary Henry Brunker.

He spent his boyhood in Philadelphia, getting his schooling at the Friends' School in that city, and later in 1903 being graduated from the University of Pennsylvania with the degree of B. S.

His specialty in the university had been engineering, and on graduation he entered the employ of Harrison Bros., Incorporated, of Philadelphia, and for five years was mining engineer for that company throughout the West.

In 1908 he joined the forces of the American Steel Foundries, and was general sales manager with offices in New York, Pittsburgh and Chicago. He remained with this firm for four years, and in 1912 became president of the Liquid Carbonic Company of Chicago.

From that time on he has been an officer or director of a large number of firms—a man of varied and important affairs. Among the positions he held in those busy years were:

President of the Pyramid Paint Company of Philadelphia; president of the Atlantic Steel Castings Company of Chester, Pa.; head of A. R. Brunker and Company of Philadelphia; vice-president of the Kentucky Lumber Company of Louisville; vice-president of the Evans Lead Company of Charleston, W. Va.; vice-president of the Menasha Printing and Carton Company of Menasha, Wis.; director of the Marland Oil and Refining Company.

It was inevitable that a man of his capacity for hard work and his ability as an executive should be called into the government service when the nation went to war. He was made Chief of the Heavy Chemical Division of the War Industries Board for the period of the World War, and in that capacity exercised great power over that important division of the country's industries.

Utterly fearless, and always pointed in whatever he said, Mr. Brunker attracted wide attention whenever he uttered a plea to the people to stand more firmly behind the government in the war.

Since the war, Mr. Brunker has held several positions of honor and civic importance, but has never been an office seeker. Mayor Dever, in 1926, named him a member of the Recreation Commission, and at its organization he was elected permanent chairman.

In the fall of 1928, when citizens of Chicago were forced to organize to wrest some measure of home rule from the state government at Springfield, Mr. Brunker was made president of the Government Planning Commission. He already had been chairman of the Civic Safety Commission.

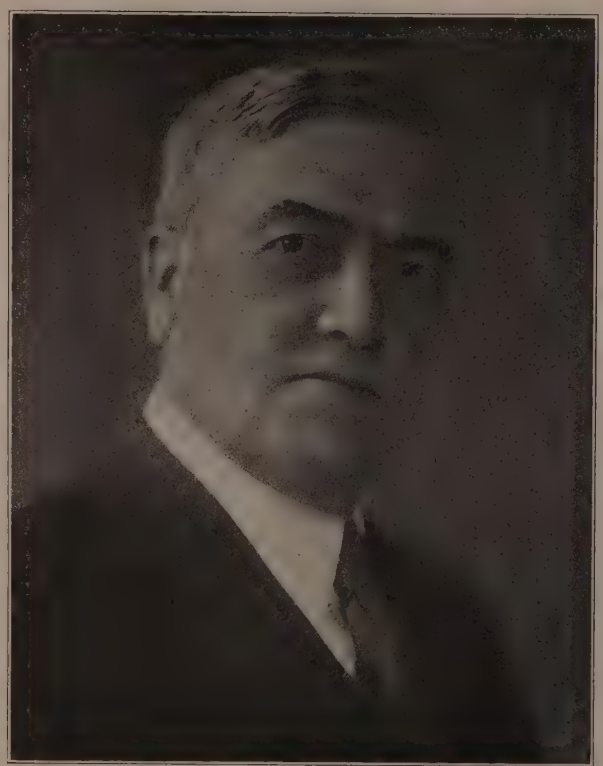
In the exposure of graft and corruption in a number of political offices in the city and county, Mr. Brunker has taken an active part.

Mr. Brunker was married on December 15, 1923, to Miss Margaret Gaylord. They have a daughter, Barbara, and son, Robert Henry.

Mr. Brunker is a member of the American Chemical Society, the English Speaking Union, Nobles of the Mystic Shrine, and these clubs: University, Onwentsia, Indian Hill, all of Chicago; the Union League, University and Germantown Cricket of Philadelphia; the Duquesne of Pittsburgh; the Railroad of New York; the Graduate of New Haven; the Shewanigan of Quebec; and the American of London. He is also a trustee of the University of Pennsylvania and a member of Sigma Xi, Phi Beta Kappa and Delta Tau fraternities. He is a member for Illinois of the Republican National Committee.

WILLIAM V. KELLEY

AMONG those figures that have emerged dominant from the smoke and glare of blast furnaces, the confusion of machine rooms and the roar of the great steel industry to the south of Chicago stands the stalwart figure of William V. Kelley, the firm jaw set hard, lips drawn to a straight line, and speculative eyes sizing up everything that comes before them, with the keen insight of much experience. William V. Kelley, when he was clerk and book keeper for a little hardware store in his home town wanted to be head of a business of his own. But the day of corporations had come and that ambition was never realized literally. However, as director of half a dozen concerns whose names call up untold wealth, he has doubtless outdistanced even his wildest dreams.



William Vallandigham Kelley was born in the little town of Gratis, Ohio. His father, William J. Kelley and his mother, Susan E. Taylor Kelley sent him to the local public school and to high school, a rare opportunity to a lad of his station in a town of that size,—where he saw a future that stretched far beyond the none-too-wide confines of his own home town.

But with the best of intentions that was as far as his parents could see him through school and young Kelley went to work sorting screws and plow shares and balancing accounts in a hardware store in Springfield, Ohio. At the same time he attended Commercial College and acquired the fundamentals of business.

In 1885, when he was only 24, he began to enjoy the first fruits of his earnest labor in the direction of his ambition. He was employed as sales agent for the Springfield Malleable Iron Company and continued there for three years. His new employment brought him into contact with some of the larger iron appliance companies and in 1888 he went to Philadelphia to work for the Charles Scott Spring Company. Chances for advancement opened there and he won better positions, meanwhile keeping his eyes and ears open to what was going on in the world around him. He had so far mastered the profession that in 1897 he was able successfully to organize the Simplex Railway Appliance Company and to become its president and treasurer. His dreams of independence were realized. Master of the business, he continued his application to his work and the company prospered. But the age of combinations had arrived and in 1905 the American Steel Foundries undertook to purchase all the stock of Mr. Kelley's company.

His fortune was made, but being no idler he accepted the position of president of the company which had bought his stock. He served with them in that capacity until 1912 when he resigned from that company to become president and later chairman of the board of the Miehle Printing Press and Manufacturing Company in which he had previously bought a large interest. He is also a director of the Continental National Bank and Trust Company, Chicago Morris Plan Bank, Lake Shore Trust & Savings Bank and the Phoenix Horse Shoe Company, and also has many other interests.

From the time of casting his first ballot, Mr. Kelley has been an ardent Republican.

On November 14, 1894, Mr. Kelley married Lilian Phelps of Chicago. They have four children, Willian V., Jr.; Russell P., Phelps and Gordon P. The best recreation for Mr. Kelley—the most complete rest from his arduous business has always been a game of golf. Their summer residence is Lake Forest. In the winter they live at 1550 North State Parkway.

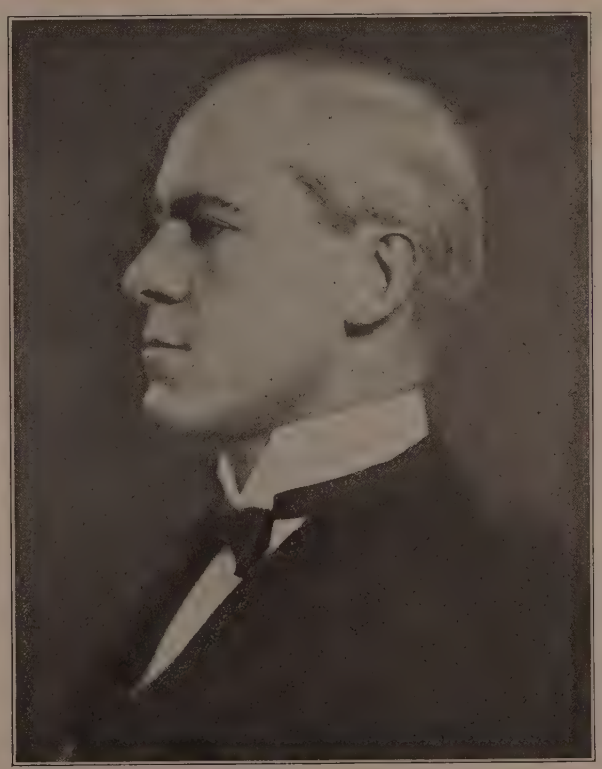
Mr. Kelley is a member of the Chicago, Saddle and Cycle, Onwentsia, Shoreacres, Old Elm and Racquet Clubs.

The story of his rise is reminiscent of Chicago's own rise—from bucolic obscurity to hard-driven industry and finally to those heights of success which made the game worth the candle.

ALFRED ERNEST HAMILL

BANKER and the son of a banker, distinguished scion of one of America's oldest and most patriotic families—such is Alfred Ernest Hamill, senior partner of the banking firm of Hathaway and Company, of New York and Chicago.

Some of the finest among the sturdy pioneers who founded Chicago, and those who builded the city to what it is today, were its bankers. The first of all these to carry on a banking business, though nominally only a trader, was that sterling frontiersman, Gurdon S. Hubbard. After him came a long line of men who handled the funds and securities of their fellow citizens, and contributed to the financial and industrial growth, as others did to the architecture, the transportation, the waterways, the political advancement of the young city where they had elected to do the work of their lives.



Mr. Hamill traces his family line back through a long list of men who rendered signal service to their country. His great great grandfather was Colonel Thomas Hunt, who is credited with the longest service record of any officer in the War of the Revolution.

His grandfather was Dr. Robert Todd Hamill, who came, with his family, to Chicago in 1851, and at once took rank with the foremost of the men who were making a city of what had been a frontier settlement. Though Dr. Hamill was known and esteemed as a skillful physician and a progressive surgeon, the one deed for which his name today is best remembered in Chicago was the founding of the Presbyterian Hospital, which today ranks high among the city's institutions for the healing of the sick.

Mr. Hamill's father, Ernest A. Hamill, became one of the bankers of Chicago in the days when it was a young city, and set an example in upright dealing and public spiritedness which in later years the son was to follow.

Alfred Ernest Hamill was born in Chicago on September 16, 1883, the son of Ernest A. Hamill and Eliza Corwith Hamill. Here he spent his boyhood days, and here he got the rudiments of that education which was to stand him in good stead in after life.

In preparation for his university course young Hamill was sent back east and placed in the Hill School at Pottstown, Pennsylvania. From there he went to Yale, from which he was graduated in 1905 with a B. A. degree.

From college he returned to Chicago, where he entered on a financial career as his father had done. But he began most modestly. His first employment was with the Northern Trust Company, and he now smiles when he recalls with what pride he then considered his monthly earnings of twenty-five dollars.

Mr. Hamill was married in 1908 to Miss Clarice Walther, daughter of Mr. and Mrs. Charles F. Walther. They have three children—Ernest A. Hamill II, Corwith and Clarice.

The only hobby which Mr. Hamill's friends are aware he indulges is an inordinate love of books; and this does not stop with the reading of the works of others, but extends to authorship for himself. "The Somneteering of Petrarchino" was published in 1921, and his "Serenade" in 1926. His standing among the bibliophiles is indicated by the fact that he is a former president of the Caxton Club.

Mr. Hamill has never held, nor sought, public office. During the World War he was Deputy Commissioner for France in the American Red Cross. In politics he is a Republican.

With his family, Mr. Hamill lives at "Centaurs," his beautiful estate in Lake Forest. He gives freely of his time and means to the Chicago Orphan Asylum, of which he is vice-president; the Art Institute, of which he is a trustee; the American Academy in Rome, the Presbyterian Hospital, the Chicago Home for Incurables, and the Olivet Institute of Chicago.

ROBERT PATTERSON LAMONT

IN THAT vast American enterprise known as the steel industry, it is no exaggeration to say that no one is better known nor more outstanding than Robert Patterson Lamont.

He was born on the first of December, 1867, in the city of Detroit, Michigan. His parents were Robert Lamont and Isabella Patterson Lamont. Mr. Lamont secured his preliminary education in the public and high schools of his native city, and later enrolled at the University of Michigan. Having had since his earliest youth a marked penchant toward engineering, he pursued his studies along this line. In 1891 he was graduated with the degree of Bachelor of Science in Civil Engineering.

Mr. Lamont's Chicago career began almost immediately upon the termination of his university education, for the following year he was chosen one of the engineers of the World's Columbian Exposition in this city. At this time his ability was brought to the attention of the contracting firm of Shailer and Schnigkau; he entered their employ as engineer, and later was admitted to membership in the firm as secretary.

This position was retained by Mr. Lamont until 1897, when, his reputation now established, he joined the Simplex Railway Appliance Company as first vice-president. He occupied this post for the following eight years, when he resigned to take up his duties as vice-president of the American Steel Foundry. With this institution Mr. Lamont has been associated ever since.

He remained in the vice-presidency of this concern from 1905 until 1912. In the latter year he was elected to the office of president, which he holds at the present time. Due to Mr. Lamont's untiring efforts and brilliant executive ability, this has been an increasingly important post during his tenure.

Mr. Lamont's high positions naturally brought him in contact with a number of prominent business institutions, with the result that he holds directorships in a large number of leading corporations. He is chairman of the board of directors of the Griffin Wheel Company, and is a director in the following well-known organizations: the First National Bank of Chicago, Montgomery Ward and Company, the International Harvester Company, the American Radiator Company, Armour and Company, the Chicago Daily News, the Illinois Bell Telephone Company, and Dodge Brothers, the automobile manufacturers. Such an imposing array of directorships could be held only by a man of unusual ability and clearness of mind.

In addition to being actively engaged in the development of the steel industry and business in general, Mr. Lamont has served his country well. During the World War (February, 1918) he was a major in the National Army. On October 16, 1918, he was appointed chief of the Procurement Division of the Ordinance Department at Washington, D. C. and then advanced to the rank of colonel.

Occupied as he is, Mr. Lamont finds time to enrich the social side of his life by holding memberships in several Chicago clubs, including the Chicago Club, the Union League Club, the University Club, and the Mid-Day Club. He indulges in the ancient Scottish pastime on the fairways of the Shore Acres and Old Elm Golf Clubs.

On the twenty-fourth of October, 1894, Mr. Lamont was united in marriage to Miss Helen Gertrude Trotter of Chicago. To this union three children have been born: Robert Patterson, Jr., Dorothy, and Gertrude.

Mr. Lamont has steadfastly remained outside the political world up to the present time, when he has accepted a post in the cabinet of President Hoover as Secretary of Commerce.

He is a patron of the arts, having at his home in Lake Forest a notable collection of etchings.

THOMAS J. DEE

GOLD, silver, platinum; lead, tin, antimony—how much of our modern life; how much of its sparkle is made up of these, and how much of its serious business of production. Thomas J. Dee, is a leader in the production of each.

Thomas J. Dee is the kind of truly self made man who never glorifies himself. He feels that a thing well done is reward enough for the doing and takes it for granted that men shall do well what they undertake to do at all.

Thomas J. Dee was born in Painted Post, New York, November 15, 1861. He is the son of John Dee and Margaret Ward Dee. His formal education was confined to what the public schools of Painted Post could give him but he made the most, not only of that, but also of the more telling education that early participation in the daily round of busines gives.

When he was 19 years old Mr. Dee entered the employ of John Hoare, manufacturer of cut glass in Corning, New York. He remained there for five years, his eager mind absorbing that of value which presented itself in his daily grind. Thomas J. Dee was not destined to eke out his life working for others and he plunged into his "apprenticeship" with a vigor that shortened the latter considerably.

Before long he had attained a reputation for business soundness and self reliance that won him a position with the N. Thomas Spencer company as their Chicago representative.

Those were the days of Chicago's "coming of age"; young Mr. Dee had made a wise decison to come to the Middle West and to make a foothold in its newly great metropolis. As the city grew in beauty in preparation for the World's Columbian Exposition, Mr. Dee grew in business wisdom and ability. By 1892 he was ready to step out into business for himself as Chicago stepped out before the world as the great metropolis of the greatest exposition ever staged.

In that year Mr. Dee formed a partnership with Robert Austin in the refining of gold, silver and platinum. This was the beginning of the company which was to gain such wide fame and such an enviable position among jewelers—the Thomas J. Dee company.

The first name of the company was Austin & Dee Co. Three years later the company took the name that it still does business under, Thomas J. Dee, and began the building of a reputation that was to grow higher each year for the ensuing thirty-five years.

Having built up a great business, one would expect a man of Mr. Dee's long labors to take a holiday. But when he did retire from active management of the Thomas J. Dee company it was merely to plunge into a new venture, which he had helped organize, the Midland Metal company, smelters of lead, tin, and antimony and makers of tin foil. He has served as president of this company since 1916. But his industrial activities do not cease even there. He is vice-president of the Hoberg Paper & Fibre company of Green Bay, Wisconsin.

Mr. Dee was married November 12, 1900, to Miss Flora E. Beirce of Tallmadge, Ohio. The Dee home is at 1119 Michigan avenue, Evanston.

Mr. Dee is a member of the Chicago association of Commerce, a life member of the Art Institute and the Field Museum, a member of the Chicago Historical society. He is a Republican and a Catholic. He has travelled extensively and is a lover of golf.

Mr. Dee is a member of Union League and Evanston Golf Clubs.

As industrialist, as handler of the precious metals, as smelter of the metals of daily use, as manufacturer of paper, as patron of the arts and education, Thomas J. Dee has won a high place in Chicago's hall of fame and is one of the sturdiest of the makers of the city.

WM. F. JUERGENS

OVER three hundred years ago in Germany there was a famous silversmith by the name of Juergens. From generation to generation the descendants of that man have followed the desire to work in silver and gold, each son upon coming of age entering the workshop of his father.

This was the wish of Wm. F. Juergens when he was just a boy,—to be working for his father, Paul Juergens, in the jewelry factory of Juergens and Andersen. His first salary was insignificant, but by 1893 he was elected treasurer of the firm and by 1904 was sharing in the active management, becoming president in 1919.

He has always enjoyed the sincere friendship and the confidence of the jewelry trade, and during the years of 1915 and 1916 the Chicago Wholesale Jewelers Association elected him as their president. He will always find time to give consideration to any question toward the betterment of the jewelry industry.

On April 26, 1899, he married Marie Louise Heissler, daughter of Jacob Heissler of Chicago. Of their three children, W. F. Jr., Louise and Paul, the sons have entered the firm.

All his life, since his birth on April 2, 1870, has been spent in Chicago. The early years were filled with attendance at the public schools and Morgan Park Military Academy, and the latter period has been taken up with his work for Juergens and Andersen. But although he has been a resident of the City, his business necessitates frequent trips to Europe in order to visit the precious stone markets of the world. Mr. Juergens and his brother, H. Paul, alternate in visiting their offices at Amsterdam, Antwerp, London and Paris.

His leisure time during the part of the year spent in Chicago is taken up with a variety of serious interests, marking him as a man who has been strongly attached to Chicago's development. He is very active in the Chicago Chamber of Commerce and the Industrial Club of Chicago, but his other interests show him concerned about the cultural growth of the City as well as the commercial. Acting as a guarantor of the Chicago Civic Opera Company demonstrates his sympathy with this phase of Chicago's progress, while membership on the Chicago Crime Commission points to another side of his conception of civic duty. One more example of his civic activities is the assistance that he renders to the Grant Hospital of Chicago.

Mr. Juergens' concentration upon his business, so important in placing the firm at the head of its field, has not required his full energies. But nevertheless, he has made only one other business affiliation —that of the vice-presidency of the Cosmopolitan State Bank.

By no means a man of business affairs alone —he takes great pleasure in following a base ball game or playing golf. The latter has been one of his recreations since golf made its bow to Chicago back in the days when the Edgewater Golf Club had a nine hole course at Sheridan Road and Devon Avenue. Now, Mr. Juergens plays on the Club's new course, as well as at Knollwood. He is also a member of the Chicago Athletic Association, the Forty Club and the Chicago Historical Society.

Mr. Juergens has never desired political preferment. He loves the work of carrying on a successful business, pitting his wits and his judgment of men and affairs against those of his competitors; and he loves the social side of life, entertaining his friends and enjoying the companionship of others. He gives freely of his time, his talents and his means when any civic duty calls him.

His friends hold that his very virtues would militate against a political career, for he is loyal to those who have been loyal to him, and he is frank and open in his likes and dislikes.

Those who know this man speak of two outstanding characteristics—his far sightedness and his ability to see both sides of a question.

COLONEL ANTON F. LORENZEN

IF hawking newspapers in the streets can be considered a profession, then Anton F. Lorenzen began his career in the newspaper profession at the age of nine. Born in Denmark in 1876, he was five years old when his parents emigrated to America, establishing residence in Chicago in 1881. Here it was that he grew up, educated in public and private schools. He was only nine years old when his father's death necessitated his earning his living as a newsboy—quasi-self-supporting at an age when most of his present associates were coddled in the lap of luxury, not a few of them watched over by governesses and tutors.

Yet, handicapped though he was by being early thrown upon his own resources, Colonel Lorenzen had the character and the intelligence, the personality and the drving force which, combined, can never be dissociated from success. Mastering the various complexities of journalism and of its sister vocation, newspaper advertising, Colonel Lorenzen began to cut a wide swath. A series of jobs in various fields culminated in the establishment of the now-famous firm of Lorenzen &Thompson, Incorporated, newspaper representatives, with Colonel Lorenzen as president. This firm, nationwide in its scope and one of the largest known of its kind, takes care of advertising for numerous metropolitan dailies. With its headquarters in Chicago, the firm has branch offices in New York, Detroit, Los Angeles, San Francisco and Seattle. Colonel Lorenzen is now a power in the newspaper field, where his immense popularity attests to his engaging personality as much as to his remarkable ability.

Paralleling his business career is his military career. He served with the Illinois troops (Second Ill. 132nd Infantry), in the war with Spain in Cuba, in 1898-1899. Upon America's entrance into the World War, Mr. Lorenzen (then Captain), was given a responsible position in the Secret Service. Subsequently returned to active duty with the First Infantry, Illinois Reserves, he obtained his commission as Major on October 31, 1917, that of Lieutenant Colonel on March 7 the following year. Assigned to the First Reserve he recruited troops at Chicago, organizing for war service. The distinguished history of the First Infantry, I. R. M., training many of the flower of Chicago's manhood for service to their country, can never be written without a tremendous appreciation of the part played by Colonel Lorenzen in recruiting this legion of young men, many of them from the finest families, and bringing them up to a pitch of unexcelled efficiency.

During the War Lieutenant Colonel Lorenzen was promoted to the rank of Colonel. He it was, who commanded the First Infantry of the I. R. M. at the time of the notorious race riots in Chicago, in 1919. Perhaps Chicago will never realize how much she owes to the smooth, machine-like efficiency with which order was maintained at that time by the troops; or how much that efficiency was due to the leadership and loyalty inspiring qualities of the Colonel. Governor Lowden and others have been fervent, but not unduly extravagant, in the eulogies which they pronounced on this piece of service.

A vivid description of the scene has been made, showing Colonel Lorenzen fearlessly invading the sniper-infested district a hundred yards in advance of his men, breaking the morale of the rioters.

Colonel Lorenzen is a Knight Templar Mason and Shriner, member of the Calumet Country Club, Lake Shore Athletic Club, Detroit Athletic Club, Army and Navy Club, and the Chicago Association of Commerce. He maintains offices in the Peoples Gas Building, and resides in the Congress Hotel, in a suite which delights the visitor with the beautiful taste with which it is furnished. It is a tribute to his personality that he is regarded, not with envy, but with wholehearted admiration.

JACOB M. LOEB

EVERY once in a while you find a real Chicago patriot. Of three million Chicagoans there are but a very few who live there for any reason save the accident of birth or the material advantages derivable. But in the case of Jacob Loeb it is different. For Jacob Loeb is a true-blue Chicagoan. He has given the city his services and his devotion: no French soldier, making a last ditch stand at the Battle of the Marne was ever more devoted to his homeland than is Mr. Loeb to Chicago.

Jacob Moritz Loeb, the son of Moritz and Johanne (Unna) Loeb was born on the seventeenth of September, 1875. He was educated in the Chicago Public Schools, over which, years later, he was destined to have such a signal and beneficent influence. At the age of sixteen he entered the insurance business, his life's vocation.

Ever since he entered into this line of endeavor, he has adhered to it faithfully, surely but not slowly rising to a position of wealth and prominence. From 1894 to 1896 he was a member of Loeb & Coffey (meaning that he was admitted as a member of the firm at the age of nineteen, a rather notable accomplishment).

In 1897, when he was a member of the firm of J. M. Loeb and Company, Mr. Loeb married Miss Rose Stein (June first). The Loebs have four children. They are: Mildred Caroline (Mrs. Ernst M. Jaffe), Hamilton Moritz, Mary Jane (Mrs. Ernest A. Grunsfeld, Jr.) and John Jacob.

From 1897 to 1900 Mr. Loeb was an insurance broker. Beginning with the new century, Mr. Loeb became a member of the well-known firm of Eliel and Loeb, with which organization he has been associated ever since. In 1916 he attained to the presidency.

From 1913 to 1922—for nine years—Mr. Loeb served his city as a member of the Board of Education. He occupied the presidency of that body—a difficult and responsible position—from 1914 to 1917, and from 1918 to 1919. Indeed it was Mr. Loeb who is largely responsible for the inauguration of Military Training in the Chicago Public High Schools.

Chicago philanthropy cannot be mentioned without including the name of one of the most altruistic of all Chicagoans—of today or yesterday,—Jacob M. Loeb. Ever since 1912 he has been president of the Jewish People's Institute (formerly Chicago Hebrew Institute). He is the vice-president of the Jewish Welfare Board, member of the American Jewish Committee, and a director of the Central Free Dispensary. Although Mr. Loeb is naturally most interested in those charities pertaining to his own race, it must not be inferred that he has been found wanting in generous helpfulness toward folk of other ancestry and creeds.

In 1921 he was general chairman of the Drive for Jewish War Sufferers, raising $1,800,000. In '23 and again in '25 he occupied the same position with regard to the United Drive, in which $2,500,000 and $4,000,000, respectively, were raised for philanthropic purposes. Needless to say, it was largely through Mr. Loeb's persuasiveness and personal magnetism that these immense sums were made possible.

Mr. Loeb is a Mason, being a past master of Chicago Lodge No. 437; a member of the Standard Club, of which he was president from 1921 to 1927; the Iroquois Club (for life); and the Covenant Club. It was during Mr. Loeb's presidency that the Standard Club moved from its old quarters at 24th Street and Michigan Avenue to its magnificent new building at Jackson Street and Plymouth Court. Naturally, the leadership of a club such as the Standard bespeaks no little prestige for the incumbent.

His favorite recreation is his fine library and his favorite hobby is—CHICAGO.

HENRY G. ECKSTEIN

THE greatness of Chicago's great industries in great measure rests upon the efficiency of its hundreds of roaring factories, the superiority of the products the great machines pour out and the lowered cost of turning the wheels of production. A little group of clean headed men is responsible for these new developments—men who were not willing to let "well enough alone," but knew from the start that "well enough" could be made "better" and worked untiringly until that result was accomplished. Henry G. Eckstein stands out very prominently in this group of inventors upon which Twentieth Century industry rests. Long hours in the laboratory battling the mysteries of physics to wrest some secret of operation from the unknown have built him an international reputation and built fortunes for the companies who have employed his inventions.

At 12 young Mr. Eckstein went to work for an industrial concern, hoping in time to be a fully qualified clerk. He wasted no time in dreaming, but applied himself so well to the work in hand that before many years he was designing new machinery for the company and superintending its laboratories and factories.

Henry G. Eckstein was born in Chicago, January 15, 1860. His father, Charles, was a shoemaker. Julia S. Eitner Eckstein, his mother, came from a family of millers in Lisa, Silesia, Germany. Henry was educated in the Moseley and Haven public grammar schools and the Gustav Ehrhorn private academy. Later in life he won his true education from his own laboratory experiments.

In 1872 he went to work for Fairbank Peck & Company, which later became the N. K. Fairbank Company of Chicago, and remained with the firm until 1898, successfully climbing from messenger boy to general superintendent of manufacture. His rise was well earned for some of the processes which have made the company so pre-eminently successful were invented and applied by him.

A summary of his inventions, which the Fairbank company has used to great advantage, includes: the filter steaming process for extracting fats from Fullers earth, invented in 1883; the manufacture of Gold Dust washing powder from cotton seed roots in 1888; deodorizing process for cotton seed oils in 1891; steam cooking kettles with automatic stirring blades for hard molasses candy in 1901; the inner waxed carton in 1901, together with machinery for its application commercially; the wax-sealed wrapper in 1904 and the automatic separating and cooling reel in 1914.

To the layman that list may seem colorless and unmeaningful. But to one initiated into the secrets of industry it presents a vista of increased and improved production.

Having risen to the top, Mr. Eckstein severed his connection with the soap, fat and oil industry in 1898, leaving it richer by millions because of his efforts. He is now vice-president and treasurer and director of The Cracker Jack Co., Chicago; vice-president of the New York and Odebolt branches of the company; a director of the Meeker Sugar Refining Company, Meeker, Louisiana; and of the Upland Heights Orange Association, Upland, California.

Mr. Eckstein married Emily L. Wegner of Chicago, April 19, 1883. They had one daughter, Mrs. W. W. Lampert. Mrs. Eckstein died in 1885, and July 9, 1887, Mr. Eckstein married Louisa M. Rau of Chicago. They have two children, Henry G., Jr., and Mrs. Lester G. Baldwin.

Mr. Eckstein is a trustee of Wesley Memorial Hospital, a member of St. James Methodist church, a life member of the Art Institute of Chicago and a member of the Illinois Athletic and South Shore Country Club, and the Los Angeles Athletic Club of California where his winter home is.

WALTER SOUTHACK ROSS

IT IS a far cry from the Norse adventurer of Old England, living by brawn of arm and carving out a reputation with a sword, to the polished twentieth century Chicagoan, achieving note by dint of culture and character. Yet the one quality of eminence unites them both, each in his way. Rolf the Norseman Conquerer, born about 860 A. D., was the first of the line, and Walter Southack Ross the thirty-fifth; over a thousand years separated them, during which dukes and earls, including the grandfather of William the Conquerer, upheld the reputation of the line.

On his mother's side, too, Mr. Ross has ancestry of note, being a direct descendant of Captain Cyprian Southack, maker of the first chart of Boston harbor for the King of England. Thus, it is with considerable background that Mr. Ross does his bit in making his city's history.

He was born in Elizabeth, New Jersey on September 10, 1879, the son of George Murray and Almira Lepean Southack Ross. His father was Secretary of the Elizabeth Town and Water Company. Mr. Ross' early education was secured in the Cherry Street Public School in Elizabeth, at which time he was also soloist choir boy in the Christ Episcopal Church. During his boyhood it was his ambition to become a policeman.

His first employment was with S. Van Rensselaer Cruger, Comptroller of the Trinity Organization, one of the largest owners of real estate in New York City, which was the Trinity Episcopal Church Corporation at the head of Broad and Wall Streets. Here he received five dollars a week. In 1900 Mr. Ross arrived in Chicago, where he accepted employment with H. O. Stone and Company, doing Sales promotional work. Since this time Mr. Ross has been engaged continually in sales work or in business for himself.

During the World War Mr. Ross was Captain in the Secret Service also Secretary and member of the Executive Committee of the 1st Regiment Illinois Engineers, mustered in as 108th Engineers, 33rd Division. This regiment was recruited and supported by the Citizen's Unit, who maintained club rooms and secured jobs for soldiers upon their return from the War.

Mr. Ross is today one of the acknowledged leaders in Chicago real estate. As Senior Partner of the firm of Ross & Browne, principal agents for such properties as the Potter Palmer Estate and the Colgate - Palmolive - Peet Company. He was formerly vice-president of the Chicago Real Estate Board of which he is still a member; and also holds or has held memberships in the National Association of Real Estate Boards, the Chicago Association of Commerce, the Board of Local Improvements, Mayor Dever's Advisory Staff, the Executive committee of the Michigan Avenue Association (of which he is likewise a Director), and of the Executive Committee of the Madison Terminal Syndicate. He is a Director in the North Central Association, of the Tower Automobile Corporation, and of the 900 Michigan Avenue North Corporation. He belongs to the Chicago Athletic Association, Union League Club, Mid-Day Club, Barrington Hills Country Club, Biltmore (N. C.) Forest Country Club, and Evanston Golf Club. In 1921 he was Secretary of the Union League Club, and was formerly vice-president of the Evanston Golf Club. He is likewise a member of the Clan Ross in the United States and Canada. Mr. Ross is a guarantor for the Chicago Civic Opera, Life Member of the Field Museum, a member of the Union League Foundation for Boys' Clubs, Director of the Illinois Children's Home and Aid Society, member of the Vocational Society for Shut-Ins, and of the Chicago Memorial Hospital.

Mr. Ross married Miss Mary Athlena McCorkle on Sept. 10, 1905. He is a member of the Trinity Episcopal Church, and is a Republican. He has traveled all over the United States and Canada. His recreations—golf, motoring *and* real estate.

GEORGE LYTTON

BOTH by heredity and by his own efforts George Lytton is eminently well qualified to receive the unstinted admiration of all who respect a successful business man and a fair sportsman. Since 1916 Mr. Lytton has guided the destiny of that famous retail establishment, The Hub, developing it still further, keeping it abreast—even a step ahead—of the times.

Mr. Lytton was born in Grand Rapids in 1874. Early in life he realized keenly the disadvantages, as well as the benefits, that fall to sons of successful fathers. For it requires rare ability and energy to stand out as an independent luminary and not as a mere reflection from the blaze of the paternal glory. Yet no one can gainsay that George Lytton has accomplished this feat.

After a brief schooling at a Michigan military academy he entered his father's store at the age of nineteen as a shipping clerk. From this post he rose, position by position, by dint of his own efforts and not by reason of any favoritism bestowed upon him as his father's son.

When he was twenty-one he was elevated to the executive offices on the advice of P. D. Armour, who urged that he "work from the top. Then you'll know what's in him." Mr. Armour was right, the younger Lytton gave abundant evidence of "what was in him;" and as one successful suggestion followed another he proved his right to become general manager.

George Lytton's farsighted keenness of judgment persuading his father to cater to a higher class of trade, paved the way for the erection of the present store. Due to Mr. Lytton's progressive propensities a branch store was established in Evanston in Spring, 1926 and a year later stores in Oak Park and Gary were added. Some years ago, too, he established a country retreat for the store executives, maintaining for their benefit a handsome estate named Gulf Hills on the bay near Biloxi, Mississippi, where hunting, fishing, golfing and resting provide a welcome vacation from the serious business of maintaining the Hub's high standard of service.

One of Mr. Lytton's most notable contributions to the business welfare of Chicago is his activities in connection with the establishment of the Better Business Bureau, an organization created for the purpose of elevating the standard of business ethics in this city, and of discrediting all mountebanks, impostors and advertising solicitors whose representations do not correspond with the facts. Mr. Lytton is still one of the mainsprings of the Bureau, occupying its Presidency and directing its affairs with characteristic energy. Also treasurer of the Civic Music Association.

Not only as a merchant and as a business man, but likewise as a sportsman, Mr. Lytton enjoys considerable celebrity. His ability and integrity prompted his selection as a judge of the Tunney-Dempsey bout.

Mr. Lytton was married to Miss Marion Schwarz of Highland Park, Illinois, in 1906, they have two daughters, Katherine and Rosemary. George Lytton belongs to the Art Institute, Chicago Historical Society, Field Museum, and the Union League, Lake Shore Athletic, Arts, Illinois Athletic, Collegiate, Chicago Yacht, Exmoor Country, Lake Geneva Country, Congressional Country (Washington, D. C.) and Sankaty Head Golf Clubs, Gulf Hills Country and Tavern Club. Mr. Lytton is a Republican, a former member of Troop C of the first Illinois Cavalry, president and bass fiddler of the Chicago Business Men's Orchestra which he organized, treasurer of the Civic Music Association, Director in Camp Gray and Olivet Institute (the last three named being purely altruistic in nature); and holder of various other offices. Mr. Lytton's splendid business principles and engaging personality have won him an army of friends, business and personal.

LEONARD S. FLORSHEIM

As a director of such concerns as the Yellow Cab Mfg. Co., the Chicago Yellow Cab Co., the Chicago Motor Coach Co. and the Omnibus Corporation of America, it might be said that Leonard S. Florsheim is identified with large financial interests and is one of the younger leaders in the world of commerce.

Though allied through these same interests with motor transportation, for himself he prefers a more sporting form of transportation—the horse.

In the Chicago Riding club set, he is known not only as a horse fancier par excellence, but as a polo fan, a fast player and a hard rider. It is on the bridle path and on the tanbark that he finds his principal recreation and where he lets down after an arduous day of directing so many transportation agencies. He takes a quiet pride in his stables, which include a string of high-bred polo ponies and fine saddle horses, and he is a familiar figure at the horse shows sponsored by the club of which he is one of the charter members.

Mr. Florsheim comes from one of Chicago's most cultured Jewish families, and his social activities are marked by lack of ostentation. Aside from riding, he finds his chief recreation in foreign travel, and has broadened his horizon not only by extensive travels in Europe, but also in Africa, South America, the West Indies and Central America.

He was born in Chicago July 12, 1879, the son of Simon and Elizabeth Friesleben Florsheim. His father was a prosperous manufacturer.

Mr. Florsheim attended the Moseley school, supplementing his education with a course at the Armour Institute of Technology, and later at the Massachusetts Institute of Technology.

He was married in January, 1914 to Bertha F. Aberle, the daughter of Mr. and Mrs. Daniel A. Aberle. Two children were born of this union, Leonard S., Jr. and Richard A. Florsheim.

The list of transportation companies of which Mr. Florsheim is a director is an impressive one.

He was among the first of those far-seeing Chicagoans to appreciate the possibilities of organized motor transport, and every movement to give Chicago more comfortable and rapid transportation by coach or taxicab has found in him an enthusiastic supporter. He believes that this is the coming method of transportation for our growing American cities and that the cumbersome street car already is an anachronism.

Mr. Florsheim is treasurer of the Chicago Motor Coach company and of the Omnibus Corporation of America; president of the Gillespie Auto Laundry System, Inc.; a director of the Independent Pneumatic Tool company, the New York Transportation company, the Kabo Corset Co., and the Chicago Yellow Cab company.

Chicago, as is doubtless known, enjoys perhaps the best and safest taxicab service in the world. The fame of the Yellow Cab Company has spread to many lands, and the familiar "pumpkin-colored vehicles" turned out by the Yellow Cab Manufacturing company, Chicago's only automobile plant, are carrying passengers in hundreds of cities all over the civilized world.

When he is not seeking recreation in the saddle, he may be found perhaps out at the golf links of the Lake Shore Country club, of which he is a member, for Mr. Florsheim is an enthusiastic player of old Scotia's grand game which he plays well, and he likes nothing better than to make one of a foursome at the famous north shore grounds.

He is a member also of the Standard club and of Sinai Temple. In Mr. Florsheim is to be found the type of progressive young business man that is making Chicago a city of the future. In helping to bring safe, luxurious and economical transportation to hundreds of thousands of his fellow citizens, he has given a service well worth recording.

SHELDON CLARK

NO LIST of socially eminent Chicagoans could pretend to completeness without the name of Sheldon Clark. Whether it is in the busy din of the marts of trade or in the well-bred, conservative hum of conversation that one hears in the salons of exclusive clubs, Sheldon Clark is pretty sure to be mentioned—respectfully—sooner or later.

Mr. Clark is a native Chicagoan, having been born in this city. His parents were Sheldon Adelbert and Nannie A. Clark. After he had completed his preparatory studies, Mr. Clark matriculated at the University of Colorado at which institution he was a student from 1896 to 1898.

Mr. Clark has had an amazingly successful business career. Although he is under fifty years of age, he has already achieved far more than many men, generally rated as highly successful, accomplish in a lifetime of commercial endeavor. Holding a number of important posts, any one of which would entitle him to the envy and consideration of his associates, he is one of the leading figures in Chicago's slice of the world of affairs.

He is vice-president of the Sinclair Refining Company, vice-president of the Sinclair Navigation Company, a director of the Sinclair Consolidated, a director of the Lake Shore Trust and Savings Bank, a member of the Chicago Plan Commission (a post whose remuneration is the gratitude of every loyal Chicagoan rather than a pecuniary one; it is this commission that is transforming Chicago rapidly into the metropolitan wonderland to which Mr. Clark and his associates aspire), formerly vice-president of the Lincoln Park Board (another post that is a proof of Mr. Clark's altruistic attitude toward Chicago, a presidential elector for the Republican party in the election of 1916, when Charles Evans Hughes took the field against Woodrow Wilson, secretary of the National Republican Convention Committee, Chicago, 1916, 1920, and 1924, a political position of considerable importance, one which in its way affected the entire nation, member of the Chicago Association of Commerce (Executive Committee), first vice-president of the National Petroleum Ass'n, in whose policies Mr. Clark takes a very active interest, a director of the Nat'l Petroleum Institute, and a director of the American Oil Men's and Western Petroleum Refiners' Assns.

In all of these organizations Mr. Clark's name is considered an asset of no mean magnitude. Although he is an exceedingly busy man, having to take frequently trips to other cities in the interest of the multifarious organizations referred to above, Mr. Clark appears to have a peculiar genius for conserving time—for making thirty hours where the rest of the world has but twenty-four. For, far from occupying his entire attention, as one would suspect they might well do, his business activities are equalled by his social ones. He is a member of the following clubs: University Club, Chicago Athletic Association, Saddle and Cycle Club, Onwentsia Club, Racquet Club, Forty Club, Chicago Yacht Club, Chicago Press Club, New York Yacht Club, Barrington Country Club, also Delta Tau Delta (College) and Delta Chi Law Fraternities.

Mr. Clark's residence is at 1367 N. State Street; his office, at 332 So. Michigan Avenue. Mr. Clark's favorite recreation is yachting, a sport in which he is known as widely and favorably as in the field of finance.

Of many men it is said, "he knows everyone" or "every one knows him" in the case of Sheldon Clark this is a hundred per cent truism. And what is more to the point those who know him like and respect him, for his courtesy, his kindness and his ability.

A true captain of industry his circle of sincere friends is nevertheless one of his great achievements.

CYRUS McCORMICK

NOT to be lost in the great shadow cast by an ancestor who loomed large in the history of industry is indeed a feat worthy of recognition. Not only has Cyrus McCormick achieved this distinction, but on his own account stands out as one of Chicago's leading citizens.

He is the grandson of the famous Cyrus Hall McCormick, inventor of the first successful reaper, and the son of Cyrus Hall McCormick, Jr., President of the International Harvester Company, and of Harriet Hall McCormick. He was born in Chicago on September 22, 1890. Mr. McCormick received his preliminary education at the Chicago Latin School, and then at the Hotchkiss School, Lakeville, Connecticut, in which he graduated with the Class of 1908.

Then he matriculated at Princeton University, receiving his A. B. degree in 1912. Here he achieved the distinction of admission into the Phi Beta Kappa fraternity, by dint of brilliant scholarship, including "Magna Cum Laude," a truly unusual academic accomplishment. From Princeton he went to Oxford, England, studying at that famous institution from 1912 to 1914.

Although his youthful ambitions had been in the direction of politics, he entered the family business; his first employment was as salesman for the International Harvester Company at Wichita, Kansas, at the low salary of sixty dollars a month. That it was not easy to start in a modest capacity such as this may be adduced from the fact that Mr. McCormick's coterie of friends were principally of the intellectual type, and his interests at the time he started to work tended far more to the scholarly than to the commercial type of activity.

Nevertheless, applying himself sternly to the task in hand, Mr. McCormick readily mastered the details of his successive positions, wisely laying the groundwork for his subsequent executive activities. From salesman he advanced to blockman, then to branch manager.

The entrance of the United States into the War temporarily halted his advance in the commercial field. He entered the service of his country as a private, was advanced to second lieutenant, then to first lieutenant in the Air Service. His principal war job was as Engineer Officer at Chanute Field, Rantoul, Illinois.

Resuming with the International Harvester Company upon the termination of the War, he attained to the responsible post of works manager, his position in Chicago, and finally became Vice-President of the firm, his present position, one of the biggest in the city, and in the whole country, for that matter.

In addition to gaining prominence in the domain of industry, Mr. McCormick is one of the socially elect. He is a member of the Chicago, Racquet, Saddle & Cycle, H Y P, Cliff Dwellers, Tavern, Onwentsia Country, Shoreacres Country, Sauganois (duck), University (N.Y.) and Ivy (Princeton) Clubs; and belongs to a legion of societies, artistic, scientific, political and economic. He also is a member of the Art Commission of Chicago, and Vice-President of the Art Institute, as well as director or officer in several philanthropic organizations, including the Behavior Research Fund, of which he is President.

On February 13, 1925, Mr. McCormick was married to Miss Dorothy Caroline Linn, daughter of William R. and Nellie B. Linn. Mr. McCormick is a Republican and a Presbyterian. He is interested in architecture and in books on history and biography; and is fond of horseback-riding and walking. He is patently the sort of man whom not even gigantic business interests can deter from giving fond attention to worthy cultural activities.

As a prime factor in many of the social and cultural activities of which Chicago is most proud, as a bearer of a name renowned in Chicago's annals, Mr. McCormick enjoys that universal respect to which his attainments justly entitle him.

JOHN R. THOMPSON, JR.

BORN, as it were, with a silver spoon in his mouth, and beneficiary to the extent of one-fifth of his father's $10,000,000 estate, John R. Thompson, Jr., would seem to have much of the stuff in him that contributed to the success of John R. Thompson, Sr., who from a slender $500 capital, built up a chain of popular restaurants which had fed millions.

John R. Thompson, Jr., is one of that younger generation of Chicago business men who seem capable of shouldering responsibilities all out of proportion to their age.

Hardly had he crossed his thirtieth milestone when his father, confident in the youngster's ability, and knowing that he would be faithful to his trust, handed over to him the presidency of the great restaurant business to which he had devoted the better years of his life.

The story of John R. Thompson, Sr., has been a favorite one with which to point a moral. Here was a man who, "because he could make better coffee" than the brew served him at a South side lunch room during the World's Fair days, bought the restaurant, lock, stock and barrel (including the mortgage) and when business was slack, was not too proud to work behind the counter himself.

John R. Thompson, Jr., has proved that he, too, can begin at the bottom and work up.

While a student at Yale, he spent his vacations not on his father's Lake Forest estate or at the country club, but in the kitchen of a one-arm-chair lunchroom, dishing out short orders of "ham and" or eggs on toast.

But it was with flying leaps that the young man covered the territory his father had negotiated more deliberately as he built up, step by step, his chain of restaurants.

John R. Thompson, Jr., was born in Chicago September 2, 1894. He was graduated from the Taft school at Watertown, Conn., in 1913, and from Yale university in 1917.

Thus equipped, he was ready for the responsibilities of life, and accepted them as they came. No crown prince perhaps could have been trained for the part he was to play more thoroughly than was young John R. Thompson. He had many qualities, in addition to his father's initiative and executive ability.

He was married, June 22, 1916, to Miss Lois Bell of Chicago, and is the father of three beautiful children, Eleonore Rose, Lois, and Pauline.

At the age of thirty, as has been stated, he took over the Thompson restaurant interests, becoming president of the corporation, while the senior Thompson gradually retired, to compensate himself for years of hard work by European travel, the cultivation of art, and the breeding of show horses on his large estate.

All the fire and enthusiasm of youth was put into the business by the new president, and the Thompson restaurants became more popular than ever. Here the principle of small profits and large sales has been carried out par excellence, and the hundreds of thousands of patrons, from business men to office girls have perfect confidence in the Thompson pure food commissary.

In addition to his responsibilities as head of this great corporation, Mr. Thompson also is President of John R. Thompson Securities Corporation, Investment Bankers, also is a director of the Chicago North Shore & Milwaukee Railroad Co., the Foreman National Bank, Parmelee Co., and has a seat at the directors' table in the Morris Plan Bank which gives those in modest circumstances the same privileges that a man of wealth enjoys.

Mr. Thompson is a member of the Beta Theta Pi fraternity. He is listed as a Presbyterian and a Republican. Among his club affiliations are the Unisity, the Chicago Athletic Association, the Racquet, the Knollwood, the Bob o' Link Clubs and the Yale Club of New York.

BURT A. MASSEE

BURT A. MASSEE, business man and explorer, is one of the present-day Chicagoans whose exploits make the city's story today as colorful as it was in the rollicking pioneer period. As vice-president of the Palmolive Company, he holds a prominent position in the world of business. As yachtsman, explorer of strange and out of the way places and as a student of strange peoples, he gives the city a touch of quaint romance.

Mr. Massee was born in Milwaukee, Wisconsin, October 18, 1887. His father, Frank S. Massee, had retired from active business to enjoy in his later years the advantages of the wealth he had accumulated. The mother, the former Miss Charlotte Ball, was a social light of the Wisconsin city.

Burt was educated in the public schools of Milwaukee and entered business with the advantage of position which combined with his ability brought him to the top in quick order.

His marriage to Margaret Johnson, daughter of Caleb Johnson, the soap manufacturer, was the most talked of in its time. To Mr. and Mrs. Massee two children were born, Margot, aged twelve, and Caleb, aged five.

Mr. Massee's life continued smoothly with the round of business delightfully broken with trips abroad, with prominent social position and with club life. When the Palmolive-Peet Company removed to Chicago in 1926, the Massees of course, came with it. The prominence they had enjoyed in Milwaukee followed them to Chicago. They were at home everywhere.

In 1928, however, Mrs. Massee obtained a divorce. Since then Mr. Massee has maintained his residence at 209 Lake Shore Drive, and his apartment is a good index of his many interests. Rare books, priceless manuscripts, accounts and relics of exploration and travel make it a fascinating abode.

The excursions of the $100,000 Massee yacht Margot, have become legendary in Chicago. In 1927 Mr. Massee with Eugene McDonald, the radio manufacturer and yachtsman, became interested in the statement of a professor of anthropology at Pennsylvania University that Isle Royale, the little island in the northern tip of Lake Superior, probably had been the home or resting place of some early Norse. There were certain remains of more or less civilized inhabitants of a thousand or more years ago, copper diggings, skeletons in caves and other evidences of prehistoric man.

Massee, McDonald and U. J. Herrmann, finally rigged out and set sail for the island in the summer of 1928. They made interesting discoveries though they were not able to determine the race of the early inhabitants of the island, despite the fact that they had taken with them a corps of the most distinguished scientists. They laid out a camp and made plans to return the next summer to complete the exploration.

While still in the northern waters of the lake, Mr. Massee was the rescuer of two of a party on a yacht that had blown up, killing two others of the shipload of people.

A colorful figure wherever he goes, Burt A. Massee has enlivened Chicago club life since his arrival in the city. He follows the doings of all adventuresome persons as a member of the Chicago Geographic Society. He goes over thrilling moments with friends in the quiet old rooms of the Adventurer's Club. He digs into Chicago's early romance as a member of the Chicago Historical Society. As a man of sporting blood he is a welcome member of the Racquet Club, Bobo'link Golf Club, Lake Shore Athletic Club. He is a member of the Chicago Yacht Club, the Milwaukee Yacht Club, the New York Explorers' Club, the Milwaukee Aid Club, the Milwaukee Club, the Milwaukee Country Club and the Wisconsin Club.

A man who takes life smiling, who can skim away on his yacht from the cares of business, he saves with the others of his kind, Chicago from succumbing entirely to the mechanism of the age.

E. F. McDONALD, JR.

THERE is a strong dash of romance in every red-blooded person, making him yearn to visit some day those unknown places on the earth's surface which have colored his imagination since boyhood. Who among us has not dreamed of some day making a voyage to the frozen regions of the midnight sun, where danger from starvation and from cold ever threatens? Who among us does not envy, secretly or openly, the peril-fraught life of an explorer such as E. F. McDonald?

He was born in Syracuse N. Y., on March 11, 1888, the son of Eugene F. and Mary A. Dolan McDonald. A public and high school education in his native city was followed by a course at Syracuse University.

From his boyhood Commander McDonald wanted to be an explorer, but his first position appeared hardly likely to realize his dream of cruising among the unpathed waters of the earth and seeking out romance in little known places. His first employment was in the automobile business, whither he was lured by the salary of six dollars a week.

Nevertheless, it was a not unenviable career that Commander McDonald initiated for himself in the auto industry. It was in this branch of endeavor that he was engaged upon his arrival in Chicago in 1909, and it was he who originated a system which has now become international in scope, involving millions of doliars and embracing scores and scores of prosperous businesses. This system was that of automobile time payments. Thousands and thousands of Americans have benefited from Commander McDonald's idea, being enabled to possess cars which they might otherwise have been compelled to forego.

With the rise of the radio Commander McDonald turned his attention in that direction, with characteristic results. He is now one of *the* big figures in the radio industry—one of the men referred to as the leaders in the field of radio manufacture. He is at present the president of the Zenith Radio Corporation with offices at 3620 Iron Street, one of the foremost radio manufacturing concerns in the country. He was also the first president of the National Association of Broadcasters, of which he was the organizer.

Commander McDonald's business affairs, however, are not sufficient to keep him from a life of adventure. Travelling all over Europe, Commander McDonald has acquired an extensive acquaintance with the civilized nations of the Occident, and on his Northern expeditions he has also obtained a closer knowledge of the uncivilized regions of the world than the average man would care to risk.

He first went North with the famous MacMillan expedition of 1923, cruising the stormy reaches of the North Atlantic and the Arctic Seas where so many gallant explorers have lost their lives. Again in 1925 he returned to these hyperborean latitudes as Commander of the Steamship Peary, collecting valuable scientific data, and establishing lasting glory for plunging into those regions wherein few have dared to venture.

Not only in automobiles, radio, and exploring do Commander McDonald's interests lie,—as if these fields were not wide enough for any three men! As a Fellow of the Royal Geographical Society of London, he has the right to put F. R. G. S. after his name. He is National Commodore of the Outdoor Motor Association.

His clubs are Chicago Yacht Club, Jackson Park Yacht Club, Illinois Athletic Association, Lake Shore Athletic Club, and the Royal Cape Breton Club.

During the World War he was Lieutenant Commander in the Intelligence Bureau in 1927. He is a Republican in politics. As yachter, hunter, explorer, business man, and hail-fellow-well-met he has made countless friends and admirers through his indefatigable vitality and his wholehearted personality.

CHARLES R. HALL

AS PRESIDING genius of that semi-historic building, the Chicago Coliseum, where so many famous events have taken place, Charles R. Hall has achieved a nation-wide acquaintance with the leading figures in almost every line of endeavor. To the political chieftains of the country, deciding the fate of a presidential candidate under that vast roof where party conventions have held the gaze of all the world; to sportsmen, promoting hockey games or noted prize fights and wrestling matches; to captains of industry, surveying some imposing commercial exposition, of which the Coliseum has seen so many, —to all these Mr. Hall is intimately known.

In his quiet little Wabash Avenue office he has issued the leases that would mean, a few months later, throngs of bright-eyed children watching the clowns and animals at the circus; crowds of men and boys thrilled by the spectacle of a rousing ten-round boxing match.

Charles R. Hall was born in the little town of Afton, Iowa, on July 8, 1866, the son of Hiram Hall and Harriet Harper Hall. The former was a veteran of the Civil War. Mr. Hall attended the public schools of Creston, Iowa.

It was his youthful ambition to become a locomotive engineer. However his first employment was on a farm where he worked without any pay whatsoever,—surely not a very profitable position.

In September 1890 Mr. Hall married Miss Rosella Pricket. The Halls have one daughter, Hazel. In 1892 Mr. Hall arrived in Chicago, obtaining a position with the American Battery Company in the capacity of electrician. Almost from the very outset, giving evidence of that ready ability and steady judgment which has always distinguished him, Mr. Hall was successful in his career. Starting at comparatively humble jobs, Mr. Hall soon achieved a position of considerable eminence. It is now a good many years since Mr. Hall was elected President of the Coliseum Company, a post which he has occupied ever since.

Mr. Hall has been fortunate in knowing scores of the most prominent men in the United States. As stated above, the Coliseum has been the scene of many of the most noted events in the history of Chicago. Not a few Chicagoans can remember the famous Democratic Convention of '96 held in Chicago, and every adult will vividly recall the Republican Convention of 1920, where Warren G. Harding was nominated as Republican candidate for President of the United States. It is amid the tradition of such events that Mr. Hall works; indeed it was he himself who closed the lease for the 1920 Convention.

In the case of several of the industrial expositions it is Mr. Hall's personal popularity with the enterpreneurs and the exhibitors as well as the natural advantages of the Coliseum that has impelled the associations in charge of these trade shows to return year after year to the famous Wabash Avenue edifice.

Mr. Hall is prominent in Masonic circles: he is a member of the Shriners, Blue Lodge, Royal Arcanum, Knight Templars, Oriental Consistory (32nd Degree). He is also a member of the Jesters and of the Elks. An ardent automobilist, he is a director of the Chicago Motor Club, and has personally made a number of transcontinental automobile tours, sometimes alone, sometimes with friends.

Indeed, Mr. Hall explored the entire North American continent, having travelled all over the entire States, and in Cuba, Canada, and Mexico as well. Mr. Hall is also fond of camping.

Mr. Hall is a Republican in politics and has no church affiliations. From his business associations he has derived not only an enviable reputation but a host of noteworthy friends as well.

URBINE J. HERRMANN

HOW MANY millions of boys are there not, who would give five years of their lives for a career like "Sport" Herrmann's! He has known every theatrical luminary in the country. He is an intimate of the leading footlight favorites of the world. He was a prominent member of the famous MacMillan Arctic Expedition of 1925. In short his name is almost a synonym for that glowing, colorful thrill of adventure for which every normal American boy yearns.

Urbine J. Herrmann was born in Chicago on September the twenty-fifth, 1871, the son of Charles and Caroline Herrmann, his father being a sea captain and Great Lakes skipper. Mr. Herrmann's early education was secured in the public schools of Milwaukee and Sac Bay, Wisconsin.

Judging from his early employment, one would not think of Mr. Herrmann as a devotee of yachting and kindred sports. For his first job was as billposter for $7.00 per week, and his first position in Chicago was a clerkship in the grocery of one John McAdams at Twenty-sixth St. and Armour Ave.

But that was long ago. As proprietor of the Cort Theatre, and as manager of the Radio World's Fair of New York and the Chicago Radio Show, Mr. Herrmann has attained to the position of a prominent and intensely popular clubman. He is a member of the Chicago Yacht club, Columbia Yacht club, Cruising Club of America, Rotary club, Chicago Association of Commerce, and Masonic bodies: all degrees York and Scottish Rite including thirty-third degree (universally coveted and seldom attained), Chicago Lodge No. 4, B. P. O. E., Moose, American Legion.

He is a patron of the Shriners' Hospital for Crippled Children and Masonic Charities, a strong Republican, and a member of the Board of Directors of the Chicago Public Library, a position regarded as something of a distinction.

Mr. Herrmann's favorite recreation (as may be divined from the clubs of which he is member) is yachting. Perhaps he has inherited the love of the mariner's life that dictated his father's vocation, for he is an ardent sailor. Although fishing, trapshooting and hunting are among his most desired recreations, he places sailing in first place. Many is the long cruise that he has taken; he has cruised the bleak Nova Scotia Coast, following in the footsteps—or rather the wakes—of those intrepid English sailors of long ago who risked, and often lost their lives searching for a Northwest passage to Asia. Canadian waters are well known to Mr. Herrmann. But his most famous voyage was that, hitherto referred to, which he took up: the freezing, frozen, storm-buffeted coast of Labrador with the MacMillan Arctic Expedition in 1925. That expedition was widely celebrated in the newspapers of Chicago and all the world and the eyes of a planet were turned toward MacMillan, Mr. Herrmann and their fellow voyagers on that memorable trip.

Next to the bridge of a gallant vessel Mr. Herrmann's favorite location is his sanctum in the Cort Theatre. The walls are literally covered with the autographed pictures of stage favorites and sporting celebrities.

The Cort, where only clean plays are ever produced was built by Mr. Hermann and Harry H. Frazee in October 1909. The same men bought the great Boston Red Sox in 1916, and had the satisfaction of seeing their team win a world's championship in 1918. Others of Mr. Herrmann's honors include a Past Commander of Apollo Commandery No. 1 K. T., Commander-in-Chief of Oriental Consistory, S. P. R. S., High Priest and Prophet of Medinah Temple, A. A. O. N. M. S., and other high Masonic honors. Yet, more impressive than all of Mr. Herrmann's laurels is the graceful manner in which he wears them.

JOHN F. JELKE, JR.

A WORTHY son of a worthy father is John F. Jelke, Jr., who today is not only president of the John F. Jelke Company founded by his father, but in his private life is living up to the family traditions and even to the personal tastes shown by the father.

Ancestors of the Jelkes fought in the Crusades and were in consequence, granted a coat of arms and tracts of land near Nordhausen in Germany for this service.

On his mother's side of the family he is descended from General John Stark of New England and of John Frazier of Virginia, both of whom fought in the American Revolution; and of Thomas Frazier of Virginia who served in the war of 1812.

True to the family traditions, when the United States entered the World War, Mr. Jelke joined the navy, and was an ensign on the U. S. S. Matsonia which made many trips to Europe, escorting troopships through the submarine zone.

The Jelke family in America is descended from John Henry Jelke, who in 1840 settled in Cincinnati. That was the great grandfather of the subject of this sketch.

A few years later young Mr. Jelke's grandfather established a commission and farm produce business. He was Ferdinand Jelke.

Another few years later John F. Jelke, Sr., the father of young Mr. Jelke, also entered the firm which then became known as F. Jelke & Son.

On one of his journeys through the farming section of the country in the interest of the firm, Mr. Jelke, Sr., met Miss Louanna Frazier, daughter of James W. Frazier, prosperous farmer of Charleston, Illinois, and they were married in 1879.

Of this union John F. Jelke, Jr., was born at Covington, Ky., just across the Ohio river from Cincinnati, on July 29, 1887. Two years later the elder Jelke came, with his family, to Chicago.

Here Mr. Jelke grew up and formed the friendships which still bind him to Chicago. His formal schooling was taken at the University School on the North Side of Chicago, but like his father, he got most of his education by travel and not in college. Forced to give up school at an early age, because of his health, he later, in 1905, entered the employ of the company headed by his father with which he has ever since been continuously and actively associated, inaugurating many improvements and efficiencies. His travels both in the interest of his business and for pleasure and study have taken him to Europe, Cuba, Hawaii, China and Japan.

He was married on June 1, 1922, in New York City, to Miss Elizabeth Minot Clarke, of Andover, Massachusetts. Their children are Mary Louanna, John F. III, and Charles Clarke Jelke. The family home is in Lake Forest, a northern suburb of Chicago, where Mr. Jelke is a member of the vestry of the Church of the Holy Spirit.

As might have been predicted from his ancestry and his early training, Mr. Jelke takes his recreation outdoors. He is fond of tennis, riding, swimming and fishing. And when he reads, he likes books of adventure, history, and historical romances.

He is a member of the Racquet, the Saddle and Cycle, the Casino, the Union League, the Attic and the Chicago Riding clubs of Chicago, and the Metropolitan club of New York, the Army and Navy club of Washington, and the Everglades club of Palm Beach.

Aside from the business of the firm which he heads, Mr. Jelke gives of his time and means to the Art Institute of Chicago, the Chicago Historical Society, the Association of Arts and Industries, and the Field Museum of Natural History and Passavant Memorial Hospital. Also the Chicago Civic Opera. A young man today, John F. Jelke, Jr., has many years of activity and usefulness before him.

CHARLES M. HAYES

IN the early years of the twentieth century, a young salesman might have been seen struggling valiantly to guide his automobile over the mud roads of Illinois. The young salesman was Charles M. Hayes, now president of the Chicago Motor Club, then selling the products of the Standard Oil Company.

It would seem that fate had shaped the experience of the young man. Traveling from his bases at Peoria and Galesburg he came to know the roads of Illinois in a most thorough manner.

Following his work with the Standard Oil Company, he entered the automobile business in Chicago. Here again, he acquired a first-hand knowledge of the problems of the car owner. It was not strange, therefore, that while acting as a distributor for the Halliday car he should at the same time have taken a tremendous interest in the activities of the Chicago Motor Club, which had been formed in 1906. In 1913, having retired from the automobile business, Charles M. Hayes was elected president of the Chicago Motor Club. The club had been formed to promote hill climbs, economy runs, and speed contests, for the purpose of proving that the automobile was not a rich man's toy, but that it was an economical form of transportation.

Hence it was, that at about the time Mr. Hayes was elected president, the reason for the existence of the organization was being seriously questioned. There was much talk among the members and officers of discontinuing the charter for the reason that the automobile had proved itself. Mr. Hayes, however, had an entirely different vision. He clearly saw that the automobile club was only beginning its mission among motor car owners.

Very early in his administration, he established definite services for motorists. He had experienced the injustice of wayside courts. He knew that many agencies believed that the automobile owner was lawful prey. He burned with the desire to see justice done the car owning public, and as president of the Chicago Motor Club, many experiences fanned this desire and he soon perceived the value of moral and numerical strength in the hands of an organization dedicated to the protection, representation and service of motorists. He installed a legal department for the defense of motorists which, from the beginning, was extremely popular with the membership.

Back in 1912, 1913 and 1914, there were but few traffic accidents, yet at that early date the president of the Chicago Motor Club clearly foresaw the accident problem that would follow the popularity of the automobile. He saw, too, that the way to reduce accidents was by means of education. Thus, safety campaigns were conducted by the club even then.

Aware that the automobile by this time had proved itself, the club president turned his efforts to secure adequate roads.

He was, and is today, one of the most enthusiastic and persistent good roads advocates in the entire country.

Mr. Hayes found the organization with 129 members. At this time it boasts a membership of 80,000, located in fifty-eight counties in northern Illinois and northern Indiana.

During the war Mr. Hayes was captain, and later a major, in the 11th regiment, I. N. G. In 1920 he organized the first mechanical service department in the country. Now, practically every motor club has installed a like service.

Mr. Hayes has built the Chicago Motor Club to a point where it is conceded to be one of the strongest civic organizations in the country. His hobbies are child safety and the school boys' patrol, and selecting capable men, who have become inspired with the same practical idealism as he, for executive positions in the club.

Charles M. Hayes is certainly entitled to a place of honor among the famous of Chicago.

GEORGE A. SEAVERNS, III.

THE ancestors of George A. Seaverns, III were pioneers in America and in Chicago, the Seaverns having arrived in Boston in 1637 and the Updikes in New York in 1638. Peter L. Updike came to Chicago in 1833 and his daughter, the young man's grandmother, Susan J. Updike, was born here in 1838. His grandfather, George A. Seaverns who arrived in Chicago in 1853 married Susan J. Updike, in 1860, and their son, George A., was born in 1864. George A. Seaverns, III was born on February 1, 1890 at the family home at 2942 Indiana Avenue, the son of George A. Seaverns and Clara I. Currier.

Young Seaverns, known by his intimate friends as "Bud," began his education at the Harvard School in Chicago, later attending the University High. On leaving school he found a job with Marsh and McLennan, insurance brokers, at the munificent salary of six dollars a week.

During his early connection with this firm he continued his education by attending night school at Armour Institute, making a particular study of insurance. A few years later he started an independent brokerage insurance business of his own which he continues under the name of Geo. A. Seaverns, Jr.

Mr. Seaverns became a member of the Chicago Stock Exchange in 1928, representing the firm of Seaverns and Co., in which he is associated with his father, George A. Seaverns, II, and his brother Louis C. Seaverns.

On June 28, 1916 he was married to Isabelle Mersman of St. Louis, a daughter of Otto L. and Mary Scudder Mersman. To them have been born three children, George A., IV, Joseph M. and Mary Clair.

Bud Seaverns is a great lover of nature and excels in outdoor sports, these tastes having early been cultivated in him at the Seaverns' summer home at Oconomowoc, Wisconsin. Under the tutelage of Dr. Winthrop Talbot, the well known director of the summer camp for boys at Lake Asquam, New Hampshire, Bud and his brother spent three successive vacations, from 1900 to 1902, and here they became expert in swimming, diving and boating of all kinds and were initiated into the arts of wood-craft. *Avant coureurs* of the Boy Scouts of today, Dr. Talbot's boys might be called, for they learned the things which scouts are now taught, years before General Sir Robert Baden-Powell brought scouting in its present form to American boys.

A summer at Eton's Ranch in Wyoming, where horseback expeditions through Jackson's Hole and the Teeton Mountain country gave him valuable experience in riding, was followed by a vacation spent in the Bitter Root Valley, Montana, and in the Flat Head Indian Reservation in Idaho. Here he saw the last herd of wild buffalo lassoed and shipped in cars to the Canadian Government at Winnipeg, the United States having refused to purchase them.

Several summers spent on his uncle's cattle ranch in Kansas and one vacation with a lumber camp in the north woods of Michigan, where he worked at the toilsome tasks of cutting timber and getting it out of the forest, having all the experiences and performing all the duties of a lumberjack, rounded out Bud's education in life in the open.

As was to be expected, Mr. Seaverns became an expert shot and through the years has taken many prizes in contests, particularly in diving and shooting. Never having lost his interest in sports, he played for a number of years on the Onwentsia Polo team, where he carried away many honors.

He is a Protestant in religion, as would be expected from his ancestry, a Republican in politics, and a member of the Chicago, Onwentsia, Winter Club of Lake Forest and the Adventurers Clubs. His home in Westminister Avenue in Lake Forest adjoins that of his father.

LOUIS CURRIER SEAVERNS

Soon after the United States declared war with Germany in April, 1917, Louis Seaverns enlisted in the Navy, and until the Armistice was signed was constantly in service. He took his first training at Great Lakes Naval Training Station, rating as a chief petty officer. After two months there he entered Annapolis, took the four months course with the second Officers' Training Class, and graduating as an ensign "Temporary" in the regular Navy, was assigned to the destroyer "Stockton," one of the swiftest destroyers operating out of Queenstown.

Throughout the year of 1918 the "Stockton" was engaged in convoying troop and supply ships through the submarine zone, chasing submarines, and going to the rescue of passengers and crews of torpedoed vessels. Being a fast ship it was her duty to escort the "Mauretania," the "Aquitania," and the "Olympic" always steaming zigzag five knots faster than the big ship, which meant twenty-eight or twenty-nine knots, roughness of the sea making no difference in these regulations so long as the super-structure of the destroyer did not threaten to wash overboard.

The duties of Lieutenant Seaverns (he became a lieutenant "J. G." in June) in all this work covered pretty well the whole curriculum. He was a regular watch officer, which meant he took his turn at four hours on the bridge in complete charge of the ship during his watch; was communication officer; in case of action, had command of the forecastle gun, a twin three inch rifle; and had the task of running both the officers' and crews' mess.

The morning of the Armistice it was Mr. Seaverns' pleasure to receive and read to those on board the "Stockton" the message announcing that at eleven o'clock that morning all hostilities would cease. Transferred to the "Aaron Ward," he served until the summer of 1919.

Mr. Seaverns is a native of Chicago, although born in Lynn, Massachusetts, October 27th, 1887 during his parents' sojourn there, Chicago has been his home ever since. He attended kindergarten at the old Loring School, then the public schools, and later the Harvard School for Boys at Forty-seventh and Lake Park Avenue. Prepared at St. Paul's School, Concord, New Hampshire, he entered Harvard University in 1906, and finished in three and one-half years, graduating in February, 1910 with the A. B. degree. His favorite studies were economics, and philosophy and he was fortunate in studying with William James, Palmer-Munsterberg, and Taussig.

After graduating it took him eleven years to finally start the work that was to give him his permanent place in business. First trying raising apples in western Montana a year showed him that the road to wealth did not lie in that direction. For three years then he worked for Armour & Company at their wholesale market at the Stock Yards in Chicago. Such duties as pinning tags on freshly killed beef, hanging up livers hot from the cow, selling pigs' tails and snouts in the Ghetto, and finally selling Simon Pure leaf lard, all for $17.50 a week. After a couple of years with King, Farnum & Company, stock brokers on LaSalle Street, he was back in the down-town office of Armour & Company, when the war took him. A certain amount of floundering after the war found him a member of the Chicago Stock Exchange and launched, in July 1921, as a partner of Seaverns & Co., stock and grain brokers. This firm has grown steadily, becoming a member of the New York Stock Exchange in 1923, and is now a very prosperous concern with direct wires to New York and several to branches in Wisconsin.

Louis Seaverns is known to his large circle of friends as a man who has done well since the war and who in getting on himself, has helped many others. He is a Republican, Protestant, and a member of the Chicago, Onwentsia, Racquet, Attic, Casino, and Lake Forest Winter Clubs.

CHARLES A. CHAPIN

CHARLES A. CHAPIN was born in Edwardsburg, Michigan, February 2, 1845. He obtained his early education in private and public schools, and graduated at the Niles High School, Niles, Michigan. He had hoped, and had fully expected to enter the University of Michigan upon graduating from the High School, but defective eye sight occasioned him probably the greatest disappointment of his life, for it prevented his receiving a college education. Instead, he entered the office of his father, and received a thorough training and developed into an expert business man.

In 1879, iron ore property in Northern Michigan that Henry A. Chapin purchased years before became valuable, and because of the advanced age of his father, Charles A. Chapin immediately assumed the active part of the task of supervising the fortune that his father had acquired, among which investments were real estate properties in Chicago and elsewhere, and an electric light plant in South Bend. This latter institution grew until it became a large organization and controlled a number of dams on the St. Joseph River between Elkhart and St. Joseph, Michigan, and also held franchises for furnishing light and power in many of the cities in the St. Joseph Valley.

In 1898, Henry A. Chapin died, and the next year, Mr. Charles A. Chapin moved his family to Chicago, which he made his business headquarters, although he spent much time in Niles, Michigan, where his mother still resided.

He was a Presbyterian and belonged to a number of clubs, among them the Union League, Glenview Golf, etc. He was also a member of the Harbor Point Association, and spent most of his summers at that delightful resort. He derived so much enjoyment there, that he made it his duty to interest himself in its welfare and served for many years on its Board.

Mr. Chapin was naturally charitable, but his gifts were bestowed upon persons rather than to any particular institution.

In 1874 Charles A. Chapin married Emily Coolidge, daughter of Judge Henry Hiel Coolidge, for some years Judge of the Fourth Judicial Circuit of Michigan.

Mr. Chapin loved the home that was called into being by the loving efforts of his wife and himself, and made it the center of his thought and activity. It was really his hobby. To them were born eight children: Homer Coolidge Chapin, Sarah Lucile Chapin Smith, Helen Chapin Bishop, Henry Kent Chapin, Ruby Chapin Pitner, Lowell Mead Chapin and Charles Douglas Chapin —all of whom are living, except Irene who died in infancy.

Any mention of the life of Charles A. Chapin is not complete without mention of his father, Henry A. Chapin. The two were associated together in business as H. A. and C. A. Chapin for many years.

Henry A. Chapin was born in Leyden, Massachusetts, in 1813, and moved the next year with his parents to the Western Reserve of Ohio, where he lived at Mantua until he attained his majority. In that year, he married Ruby Noney, and removed to Michigan, where he settled first at Edwardsburg, Michigan, and afterwards at Niles, Michigan.

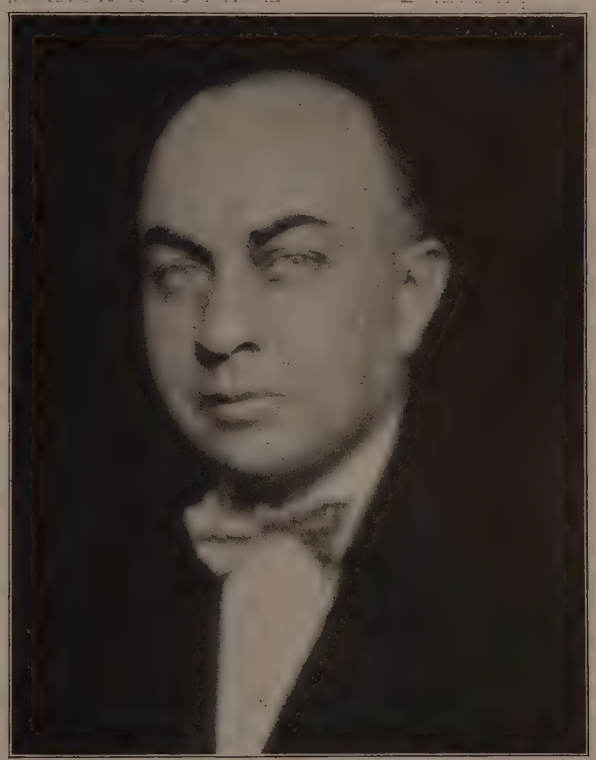
Four children were born to Mr. and Mrs. Chapin, Sarah, Caroline, Henry A., Jr., and Charles A., who was the only one that lived to middle age.

He lived to a good old age, and thoroughly enjoyed life. He was first a Whig, then a Republican, a Presbyterian and a Mason. He died in 1898 in Niles, Michigan. His wife, to whom he attributed a large measure of his prosperity, survived him for some years, and died in 1904.

The three oldest sons of Mr. Chapin are all actively engaged in managing the properties left by him and in the furthering of the interests of the Chapin estate.

LOWELL M. CHAPIN

UPON Lowell M. Chapin as president of the Zouri Drawn Metals Company, has devolved a responsibility left by Charles A. Chapin to the three sons who succeeded him in the management of the many industrial enterprises he founded. The prosperous and active state of these interests which included mines and real estate, as well as the Zouri Company is sufficient proof of the ability of the three sons. The Chapin family has been identified with that section of the middle west, of which Chicago is the center, for nearly a century. Henry A. Chapin, father of Charles A. Chapin, moved to Michigan, from Ohio, the year before its admission as a state in 1836, and settled in the extreme southwestern portion, first at Edwardsburg, and then at Niles, on the St. Joseph River. At that time, the land on the west bank of the St. Joseph River belonged to the Pottawatomie Indians, and numbers of them still resided there.



Henry A. Chapin had many interesting experiences, during the early days, especially among the Indians, experiences that partook of the arduous toil and bitter hardship that visited all pioneers as they reclaimed our country from savagery and desolation. We can never repay the debt we owe the early settlers of our country, and we should acknowledge it at every opportunity.

Mr. Chapin is very proud of his pioneer ancestry, and its connection with the history of the region.

The Zouri Drawn Metals Company was organized in January 1913 to take over the interests of the Drawn Metals Company (organized the previous year) and the Zouri Manufacturing Company. The Drawn Metals Company manufactured mouldings of various kinds, whereas the Zouri Manufacturing Company used, but did not manufacture, mouldings. The merger was a logical one.

Since the year of inception the Zouri Company has grown to tremendous proportions, and is still growing at a most rapid rate. Besides the original store front construction of copper and bronze mouldings the Company now is engaged in the manufacture of extruded bronze construction. This makes the Zouri Company the most diversified manufacturer in its own field besides having the largest distribution throughout the country and the world.

Lowell M. Chapin, son of Charles Augustus and Emily Coolidge Chapin, was born in Niles, Michigan, Berrien County, May 8, 1885. He was educated at Phillips Academy, Andover, Massachusetts, and graduated from the Sheffield Scientific School of Yale University in 1910 with the degree of Bachelor of Philosophy. In the fall of 1910, he entered the employ of the Indiana and Michigan Electric Company with headquarters at South Bend, Indiana, where he remained for two years, rising to the office of Secretary. Later, he was a Director and Treasurer of the company until it was sold in 1922.

In the year 1913, the Zouri Drawn Metals Company was organized, and Mr. Chapin became Secretary of this company. Later, he was made President and General Manager, and now holds the position of President. In the fall of 1913, his father died, leaving considerable property, and Mr. Chapin was made one of the Trustees of the Estate, which is composed of mining, water power and real estate holdings besides the Zouri Company.

Mr. Chapin was married May 11, 1911, to Elizabeth Chalifoux, daughter of Mr. and Mrs. Joseph L. Chalifoux of Lowell, Massachusetts. The Lowell Chapins have two children, Betty Chapin, who was born in 1912, and Coolidge Mead Chapin, born in 1915.

Mr. Chapin is a Presbyterian, and votes the Republican ticket. He is a member of the Chicago, University, Onwentsia, Casino, Racquet, Saddle and Cycle, Tavern, Architects and Chicago Yacht Clubs of Chicago and Yale Club of New York City.

HOMER COOLIDGE CHAPIN

HOMER COOLIDGE CHAPIN is ninth in descent from Deacon Samuel Chapin, a "stern and unbending" English Puritan, who bore an honorable part in the settlement of New England.

Deacon Samuel left Paignton in Sussex, England, his native place, about 1630 or 1632, and settled in Watertown, Massachusetts Bay. Subsequently, in 1642, he became one of the founders of Springfield, Massachusetts, where many of his descendants are now influential citizens.

In 1814, Leonard Chapin, Mr. Chapin's great grandfather, left Leyden, near Greenfield, Massachusetts, for the Western Reserve in Ohio, where he settled in Mantua. Mr. Chapin's grandfather, Henry Austin, was born in Leyden in 1813, and after marrying Ruby Noney, of Mantua, whose ancestors came from the north of Ireland, moved to Michigan in 1835, settling first in Edwardsburg, where their son Charles A. was born in 1845, and subsequently at Niles.

At about the same time that the Chapins emigrated from England, the Coolidges came also, and settled in Watertown, Massachusetts, where John Coolidge became a freeman in 1636, from whom on his mother's side Mr. Chapin is descended. His mother's father, Henry Heil Coolidge, was born in Leominster, Massachusetts, in 1809, graduated at Amhurst early in the thirties, moved to Michigan shortly thereafter, studied law and was admitted to the bar. He became one of the leading lawyers of Southwestern Michigan, and served for some years as Judge of the Fourth Judicial Circuit of the State. He was also a member of the convention held "under the Oaks" at Jackson, Michigan, that founded the Republican Party. To Judge and Sarah Mead Coolidge were born three children, Orville W., for many years Judge of the Fourth Circuit, Helen E. and Emily Mary.

In 1874, Charles A. Chapin and Emily Coolidge were married, and thus two old Puritan families were united. The oldest child of that union, Homer Coolidge, was born in Niles, Michigan, May 20, 1875. He obtained his early schooling at the Private School of Mrs. E. J. J. Collins, the grade schools of Niles and the Niles High School. He prepared for college at the Michigan Military Academy, Orchard Lake, Michigan, and Phillips Academy, Andover, Massachusetts, and with private tutors. In 1895, he entered the class of 1899 at the University of Michigan, but did not graduate. In 1899, at the suggestion of his father he entered the office of his Chicago real estate agent, where he received a good business training. Charles A. Chapin's business activities were extensive and diversified, and comprehended mining and public utility companies as well as real estate holdings. Of these companies, which included the Niles Board and Paper Company, Miami Mining Company, the Indiana & Michigan Electric Company and Subsidiary Companies, Mr. Chapin was Vice-President under his father, as President. Since his father's death in 1913, Mr. Chapin has been associated with his brothers, Henry K. and Lowell M., as a managing trustee, of the Chapin Estate.

In 1906, Mr. Chapin was married to Miss Blanche Giffin, daughter of the late Nelson and Eliza Cox Giffin, of Cassopolis, Michigan, who became a resident of Chicago in 1899. Mrs. Chapin is a member of the Woman's Athletic Club, The Cordon, The Alliance Francaise, and is a Director of the Three Arts Club.

Mr. Chapin is a Republican by heredity as well as from conviction. He is fond of reading, and his tastes are broad and varied, although history has always strongly fascinated him. He is also interested in the drama. His chief recreations are golf and horseback riding.

He is a member of the Union League, Chicago Yacht, Westmoreland Country, Exmoor Country, Chicago Riding, Racquet, Lake Shore Athletic and City Clubs of Chicago.

HENRY K. CHAPIN

HENRY K. CHAPIN, the son of Charles A. and Emily Coolidge Chapin, was born in Niles, Michigan, August 7, 1879. He received his primary education at the Niles Public Schools. In 1896, he went to the Princeton Yale School in this city. From there he went to Phillips Academy, Andover, in the fall of 1897, and was in the class of 1900. He then went to the Massachusetts Institute of Technology, class of 1904, where he took a course in Electrical Engineering. After two years here, however, he decided to study chemistry and mining subjects; so he entered Harvard University as a special student in the years 1903 and 1904, and there studied the above subjects. In the spring of 1904, he went to Concord, North Carolina, with the Miami Mining Company, where he remained for about fifteen months. During this time, he became superintendent of this branch of the Chapin interests.

In the summer of 1905, Mr. Henry Chapin came to Chicago from Concord, and became associated with his father. While there, over a period of eight years during his father's lifetime, he gained an experience with matters relating not only to real estate but also with matters relating to mining, paper manufacturing and public utility companies, which were a part of Charles A. Chapin's interests. During this time, he was a director and secretary of the Niles Board and Paper Company, and also a director of the Indiana & Michigan Electric Company, a public utility property with plants located on the St. Joseph River in Indiana and Michigan, and an auxiliary steam plant in South Bend. The power interests of the estate were sold in 1922.

During the year 1912, the Chapins formed the Drawn Metals Company organized for the making of metal moulding by a cold drawn process. Later in 1912, they purchased the Zouri Manufacturing Company of St. Louis, which manufactured a metal store front known as "Zouri." In 1913, the Zouri Drawn Metals Company was formed, which now manufactures not only the Zouri store fronts, but is also manufacturing bronze store fronts, which are becoming very popular, especially for large modern buildings that require highly decorative store fronts. Henry K. Chapin has been a Director of this organization during all this time, and is at the present time Vice-President of this company.

During this same year, upon the death of his father, he became a managing trustee with his two brothers, Homer C. and Lowell M., of the Estate of Charles A. Chapin, a position which he still holds.

In 1907, Mr. Chapin married Elizabeth Crandall of Chicago. Mr. and Mrs. Chapin have two sons, Henry K., Jr., and Charles A. H. II. A third son, Chester, died in 1923.

During the war, Mr. Chapin was interested in the following: War activities—Reserve Militia, Liberty Loan, Red Cross and Y. M. C. A.

Mr. Chapin's favorite recreations are golf, yachting, and squash. He is a member of St. Chrysostom's Episcopal church, of this city, and a republican in politics.

Among the clubs to which Mr. Chapin belongs are the University, the Racquet, the City, Chicago Yacht and the Exmoor Country Clubs.

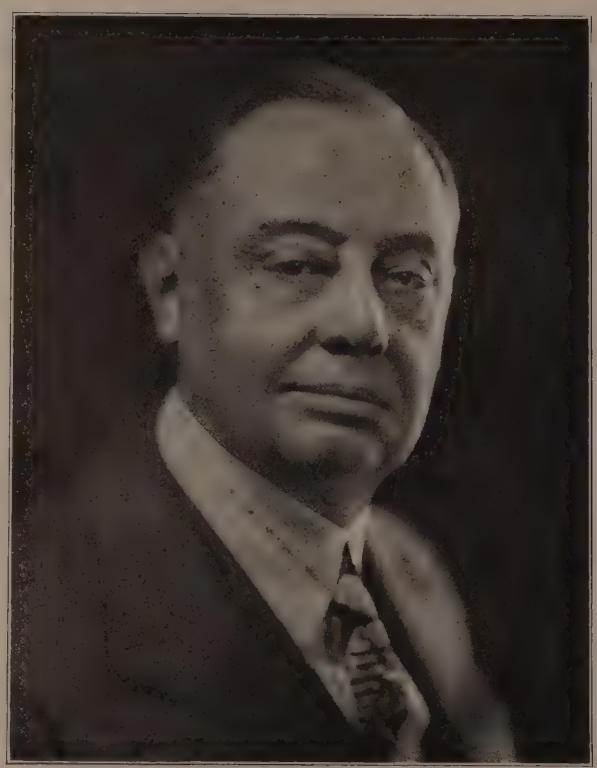
Mr. Chapin's family has been identified with Chicago over a period of about forty-five years. Henry A. and Charles A. Chapin, grandfather and father of Henry K. Chapin, became interested in Chicago real estate in the early eighties, and the family have held property in this city continuously since that time.

Charles A. Chapin moved to Chicago in 1898, and became interested in various activities of the city and many philanthropic activities. He was very much interested in the Olivet Institute of this city, of which Henry K. Chapin is at the present time a trustee. Not only this institution but many other philanthropic organizations count Mr. Chapin as an active supporter.

CARL ALFRED ANTONSEN

ALTHOUGH having the misfortune of losing both mother and father during his boyhood, Carl Antonsen was possessed of qualities which won him the interest of influential friends and made it possible for him to come to a strange land, become an outstanding leader of his people there and a powerful though unofficial "ambassador" of good will between the city of his adoption and his native land.

During the years of his residence in Chicago, Antonsen was one of the undisputed leaders of the Danish-American people of the city.



Born in Copenhagen, Denmark, October 22, 1866, little Carl, who was an only child, grew to manhood in this mighty interesting city of the North. Friends supervised his education, and he spent his childhood in private academies preparing for the University of Copenhagen, from which he later was graduated.

His first encounter with the necessity of winning his daily bread was as an office boy at ten kroner a week, the equivalent of about $2.50. But he was remarkably fortunate in his first employer, Henrick Hennings, husband of the famous Ibsen actress, Betty Hennings, who himself was a man of great artistic ability and an impressario of international fame.

Young Antonsen was given the liberty of the Hennings household and at their salons met many of the great writers, artists and journalists of the day. He formed at that time a deep attachment for Holger Drachman, the poet, and George Brandes, the critic, which lasted through later life. He met them both later under very different circumstances when he entertained them at his own splendidly appointed table in his Chicago home. Friends believe that much of his later brilliant success was due to the confidence inspired in him by these happy surroundings of youth.

At 24, young Antonsen was ready to try his luck in the country where so many of his countrymen had already found fortune and happiness. He confided his plans to his childhood sweetheart, Gerda, whom he had known since infancy and they were married, arriving in Chicago in 1890 to face the adventure of life together.

Antonsen went to work as a bookkeeper for the National Bank of Illinois and prospered mildly. But his position did not correspond with his idea of what it should be and six years later he went into the newspaper business serving as correspondent for a number of American and European publications. He liked the work but it brought no fortune, and soon he formed a connection with the United Breweries Company. For more than twenty years he remained with the company, serving as general manager of the Northwestern Brewery and other interests. His reputation as a square business man spread throughout Illinois, and he gained tremendous influence among his own people, those who had come from Denmark or were the sons and daughters of immigrants.

With the period of depression in his business that followed the advent of the prohibition amendment, Antonsen enjoyed a period of real recreation—the first extended playtime of a long life. He traveled extensively in Germany, Denmark, Sweden and England.

Finally he returned to America, settling in New York and associating himself with the Brownie Corporation. He is now one of the Executives of the Hahn Department Stores, Inc., with headquarters in New York.

The Antonsens have three children, Otto, Kai and Charles. Mr. Antonsen is a Lutheran. He has been chairman of the committee which arranges the great American day celebration in Denmark on July 4. He was secretary of the committee which presented to the Danish government a strip of land in Jutland, dedicated as an American National Park. He was knighted by the Danish King, a Knight of Dannebrog. During the war he was secretary of the Jacob A. Riis Patriotic League.

HARRY LIVINGSTON KAUFMAN

IF A MAN were called upon to mention the leading hotel proprietors in America—or anywhere on the face of the planet, for that matter—he would be bound to give the name of H. L. Kaufman among the very first. For Mr. Kaufman has both the enthusiasm and the ability of the born hotel executive.

From the time of his birth in Marquette, Michigan, his career may be said to have started, for Mr. Kaufman's achievement shows beyond all question the possession of an inherent talent for his line of endeavor. When the death of his older brother, S. R. Kaufman, brought him face to face with a choice: to enjoy the graceful luxury of his homes in New York, Great Neck, and the South, where his inherited wealth and college training might have enabled him to sustain a social position of rare prestige and ease; or to plunge without any hotel training whatsoever into the strenuous business of maintaining an enormous establishment in the face of bitter competition, he unhesitatingly rejected the softest existence in favor of the sterner career.

It was under Mr. Kaufman's energetic management that the Congress Hotel not only kept abreast of its competitors but even forged ahead of many. He spent a million dollars in a single year refurnishing the Congress and replacing old lighting and plumbing features with new. He strengthened the morale of his employees by decreeing that they should receive the same quality of food as the guests, and by raising the wages of the chambermaids. He is at his desk promptly at eight-thirty every morning, and daily he goes over the accounts of the great hostelry. And now he is planning still another addition to an already large hotel.

It is said that a man's clothes reflect his personality; certainly it is no less true that his *business* does so. Just as one's coat and trousers conform to one's physical individuality, so one's establishment conforms to one's personal characteristics. No one can enter the tastefully elegant lobby of the Congress or stroll down the brilliant Peacock Alley without becoming aware of the blend of dignified sincerity and genial cosmopolitanism that is Mr. Kaufman's creation. Ever since he assumed control in 1922 he has set the tone of the big Michigan Avenue hotel.

Although it is as one of the great, outstanding factors in Chicago's hotel development that Mr. Kaufman is looked upon as a "Maker of Chicago," a word regarding his private life may not be amiss. As stated before, his birthplace is Marquette, Michigan. He was born as the son of a well-to-do merchant, who sent him first through the Marquette public schools, and later through college. Eventually he became interested in the Congress Hotel of which institution he was vice-president prior to 1922, when he took over the presidency of that institution. Mr. Kaufman was married to Miss Hope Hamilton, a cousin of Mrs. Geo. J. Gould. Their wedding reception was held at the Gould home. They have two children, Harry, Jr., and Hope. His two main interests in life are his family and hotel.

He has traveled extensively in Europe, being always eager to get off the beaten path to wander into the little byways of the Old World, far from sights and tourists, where the genuine "local color" may be observed, undisturbed by the prismatic reflections of the guide-book.

In his personal tastes Mr. Kaufman is quiet and discriminating. He delights in good books, good music, good company, and in works of art. His preferences are faithfully reflected in his library and in his wonderful private collection of paintings, prints, and antiques. He is an independent in politics, and is a member of some of the most exclusive clubs. When applied to men like Mr. Kaufman, the phrase "asset to the community" takes on meaning.

CHRISTIAN PETER PASCHEN

"CHRIS" PASCHEN has made a fortune and built a national reputation keeping the "faces" of cities clean and their features straight. In this day of beauty shops for the human physiognomy, Mr. Paschen has created a big business out of what used to be a handy man's job. The Chris Paschen company probably is the largest building cleaning and tuckpointing establishment in the world. In building this business he has not been so engrossed that he could not spare time to become one of the city's most popular public men, to exercise his love of outdoor sport and to see to it that many of the city's underprivileged youngsters have a good time once in a while.

Peter Christian Paschen was born in Chicago November 26, 1884. His father Christian John Paschen and his mother Theresa had come to this country from Germany and in 1865 Christian the elder had gone into the building cleaning business in Chicago, laying the foundation for his son's high stature of business organization.

"Chris" attended Chicago grammar and high schools and followed his father into the business world while still a boy. So well did he apply himself that when his father died in 1908 the business had swelled to such an extent that it was bringing in a comfortable income for the family. Two years later, when young Christian gained complete control of the organization, it started an upward trend that landed it secure among the leaders of the country. The Paschen company is active in a score of Mid Western cities and maintains a large plant and two offices in Chicago and an office in Cleveland, Ohio.

Averse to the glamour of publicity Mr. Paschen had been reluctant to accept any public position and he declined at first when approached by Mayor William Hale Thompson, with the offer of a berth in the "cabinet" as building commissioner. But the pledge of the mayor that he would have an active role in the city's greatest age of building—the era of the transformation of Chicago into the City Beautiful, won him over and his activities in the office have been conscientious and capable. With the side of the business district along the river and Wacker Drive and the North Michigan district changing continually, with new sky scrapers appearing almost overnight the office of building commissioner during the third Thompson administration has been heavily laden with responsibilities.

The building of sky scrapers is indeed a twentieth century marvel, but after consideration it seems the keeping of them clean and fit despite the ravages of storm and time, is no less a marvel. A list of a few of the buildings "rejuvenated" by the Paschen company gives a hint of young Christian's activity. Here are some of the projects: The Field Museum, the Greek Temple in Grant Park, the Chicago Theater, Soldiers Field Stadium, the Boston Store, the Chicago Temple, the Commonwealth Edison, the Republic Building. The list does not begin to be complete and is repeated in many other midwestern cities.

Mr. Paschen was married January 2, 1914, to Annette Anderson in Chicago. There are two children, Christian, Jr., and Theresa. The family home at 5909 Kenmore avenue is a place of domestic happiness and a center of activity for the younger set of the North Shore.

Mr. Paschen is a Mason and Mystic shriner. He is a member of the Architects, Builders, Crystal Lake Country, Medinah Country, Medinah Athletic, and Lake Shore Athletic clubs.

"Chris" Paschen, popular in the ball room is hale fellow on the job and plain "Chris" to precinct workers. He is a lover of fine horses. He has never forgotten his boyhood and is continually treating the city's youngsters to ball games and circuses. His annual Midnight show for his Christmas basket fund is a civic institution in which every theatrical artist in Chicago joins with the true Christmas spirit.

JACOB RICHARD PASCHEN

FROM the time he was a youngster Jacob Richard Paschen has known just what he wanted to do with his life. Accordingly he has worked with a singleness of purpose and has achieved his ambition early in life. But his rise has not been at the expense of others. He creates a feeling of admiration and good will wherever he goes. His devotion to his family is marked. His genuine concern over the affairs of his employes is known by all who work for him and his healthy vigor is an inspiration to every one who meets him.

Jacob Paschen began his business career as an office boy at $3 a week. Even then he knew he wanted to be a contractor. Today he is a member of the contracting firm of Paschen Brothers, his goal achieved, while yet a young man.

Jacob R. Paschen was born in Chicago, January 14, 1886, the son of Christian and Theresa Bonney Paschen. His father was a contractor and from infancy everything to do with building held a fascination for Jacob. He was graduated from the Langland grammar school and after one year at the Metropolitan business college set out to make his way in the world.

His first position was office boy in the office of Hill and Woltersdorf, architects. His vital interest in affairs of the business won him the sincere friendship of many of his elders and superiors. Henry W. Hill, Paul C. Loeber and John Griffiths were among his counsellors and the lad was always ready not only to hear but to act upon good advice. Accordingly it was not long before he won his first promotion from $3-a-week errand boy to draftsman. That promotion was the first step in a career that has been quiet but successful in the highest degree. Today as a partner in Paschen brothers he enjoys the position he hoped to enjoy when he thought of the future with his youthful dreams of ambition.

Many men have achieved such successes as Mr. Paschen's but few have accomplished what he has without hurting those who work with them.

But Mr. Paschen has always brought friendship into the contacts of business. He is as ready to extend a helping hand to some person he knows as to exert himself in his own behalf. His sense of fair play has won him many friends. His Christmas activities among those who work for him and among unfortunates whom he has heard of are quiet but extensive. A man of action and vigorous outlook on life, his heart is warmed by his ability to help others.

During the war Mr. Paschen was active in war camp construction work. He built many of the units at Great Lakes, Ill., at Gulfport naval training station Mississippi and at Montgomery, Alabama.

Mr. Paschen was married January 8, 1907, to Lucile Toneman, daughter of Peter and Frances Hoog Toneman. The Paschens have a happy family, for each member of which, the center of life is the home. The children are: Jacob Jr., Dorothy Lucile, Frances Catherine and Mary Marjorie. Mr. Paschen is much devoted to his family and prefers an evening at home, or a summer outing in the mountains to any other entertainment offered by life.

A man of action in business, he carries the same force into his recreations. He likes swimming, riding and gymnastic work. His favorites among books are those dealing with Western life, action and building.

Mr. Paschen is a non-partisan in politics and a member of the Protestant Episcopal Church of the Atonement.

A director of the Women's and Children's hospital, Mr. Paschen is ever ready to help the worthy.

Mr. Paschen is a Mason, and a Shriner. He is a member of the Builders, Medinah Athletic, Lake Shore Athletic, Steuben, and the Chicago Yacht clubs.

HENRY DANIEL PASCHEN

SINGLENESS of purpose, early determination of what path to follow and lack of deviation from that road, generous goodwill to men, are characteristics of all the Paschens. They stand out as the major themes in each of the Paschen life stories in such a way that one cannot help wonder at the unanimity of such a family. Henry Daniel Paschen, like his brothers, knew what he wanted and quietly set out to get it, in the meantime treading on no one's feet and pausing only to help others along the trail to success and happiness.

Henry D. Paschen was born in Chicago Oct. 7, 1883, the son of Christian and Theresa Paschen. His father had won a sizable business as contractor and building cleaner, beginning with little but his native ability and dogged strength. Something about buildings, the feeling of having accomplished something, having reared a monument in building one of the mighty structures of modern cities, appealed to young Henry's fancy and from boyhood on he was determined to become a contractor. His ambition never changed and he never allowed easier paths to seduce him from the straight road he had set out for himself to follow.

Henry D. Paschen was sent to the Langland grammar school and at an early age went to work with his father in the building cleaning business, washing the countenances of the many individual structures that make Chicago. His first wage was fifty cents a day, but his greatest pay was in the lessons he learned from his father's practiced hand and from the feeling of hard work well done.

His rise in the contracting business, now that his position is one of unquestioned leadership, appears to the observer as one of those inevitable climbs of the steady and sure man who attacks his "job" with regularity and the kind of courage that can stand hard knocks. There must have been times when the accomplishment of his life purpose was hard, but his cheery good nature dismisses all tribute with a casual wave of the hand.

Now as head of Paschen Brothers, General Contractors, Henry Daniel Paschen is loved and respected by a large group of friends and by his employees. His is the "open door" policy of life—that of the mind and the heart that are ready to consider and help friends or co-workers with their troubles and their problems.

Mr. Paschen was married, Jan. 23, 1919, to Lillian Field, daughter of Ellingsen and Mary Field. The Henry Paschens have two children, Marjorie and Daniel.

A man whose charities are extensive but anonymous, Mr. Paschen is a real believer in and practitioner of the doctrine "let not the left hand knoweth what the right hand doeth." Considerable research would reveal that his purse has opened often and generously, but the less said about such occasions the better Henry Paschen is pleased.

Mr. Paschen is a reader of books on finance and outdoor life. His vigorous mind is accompanied by a vigorous body and open air sports are his favorites. He loves the relaxation of golf and the thrill of riding a good horse.

He is a member of the Protestant Episcopal Church of the Atonement and in politics is found in the Democratic column. Mr. Paschen belongs to the Builders, the Steuben, the Medinah Athletic, the Lake Shore Athletic, and the Chicago Yacht clubs. He is a Shriner of the Washington chapter of the Chicago Commandery.

Mr. Paschen and the institution which he represents are distinctly the sort that typify the energetic, constructive spirit of Chicago, herself. The brothers Paschen, known to so many for their open-handed benefactions given in a truly democratic spirit, have been no less helpful to their native city in the building up of their fortunes than in the manner in which they dispense them.

OTTO ANTONSEN

SUCCESS under even the most favorable conditions is rather a rare and ephemeral thing, attained by relatively few persons. But success acquired without "pull", with only ability and hard work to aid one's efforts is distinctly a singular quality, deserving of the most unstinted commendation.

It is this which Otto Antonsen has attained. Without wealthy parents to lend him their support, without special influence of any sort he has risen at a comparatively young age to a position of commanding consequence in the stock and bond business. He was born in Copenhagen, Denmark, on February 27, 1887, the son of Carl and Gerda Petersen Antonsen. His father is now retired after many years spent in the banking business and the brewing industry.

When he was only three years of age, Otto Antonsen was brought to Chicago from Denmark and placed, a few years later, in the Chicago Public Schools. After graduating from grammar school here, he attended Lewis Institute for several years. At this time it had been his ambition to become an engineer.

The first position Mr. Antonsen ever held was, curiously enough, in the same general field in which he was later to make his mark, and in which he is still engaged. At the age of fourteen he found a job with Von Frantzius & Company, brokers, where he was made board marker at $3.00 per week. During the years 1902-1903 he occupied a variety of positions with the same firm. In this manner he contrived to orientate himself thoroughly in the various intricacies and channels of the brokerage business, thus fitting himself well for the subsequent positions he held.

The years 1903-4-5 saw him at work in the Illinois National Bank at Peoria, Illinois. Then, from 1905 to 1908 he was general clerk at the Commercial National Bank, where he managed to absorb no little knowledge of affairs relating to banking and cognate financial subjects.

From 1908 to 1917 he spent a decade with the same firm with which he had begun his business career in rather a humble capacity a number of years previously. From 1917 to 1922 Mr. Antonsen was with Pynchon & Co., which firm he left in order to become manager and resident partner of the old stock and bond firm of Tobey and Kirk, New York. This was hardly a commonplace record: without influence of any sort and by his own efforts solely to rise within a score of years from board marker to resident partner of an old, long-established firm. Later on he became partner in this concern, but he relinquished his post in 1924 to become resident partner of Prince & Whitely of New York, a position he holds today.

Mr. Antonsen was married to Miss Kaia Parbst, daughter of Mr. and Mrs. Bedker Parbst, the ceremony taking place on October second, 1913. The Antonsens have two sons, Alfred, aged twelve at the time of this writing, and Robert aged ten.

Mr. Antonsen has always demonstrated with emphasis that fine ability and understanding which was and is one of his greatest assets. Whether in a serious commercial field, one in which capability, a thorough knowledge of the financial market and an intelligent demeanor are the prime requisites one may always rely on this modest young man to act promptly, wisely and yet with none of the ostentation that sometimes marks the actions of young men who have achieved success.

Mr. Antonsen is a member of the Mid Day Club, Illinois Athletic Club, Lake Shore Athletic Club, Crystal Lake Country Club, and Press Club, the Chicago Stock Exchange, the Chicago Board of Trade, and Association of Commerce. In his political affiliations he is a Republican and his religious faith is Lutheran.

JOHN MILTON TRAINER

FROM twelve-dollar-a-month delivery boy to builder of sky scrapers; from ambitious farm boy to successful metropolitan realtor; these are long trails, but the towers clustered around the Chicago River and Michigan Avenue and the busy clusters of buildings, the expanses of attractive homes in the outlying districts testify to the fact that John Milton Trainer has traveled the long journey with outstanding success.

With a career that might be the envy of any man chalked up to his credit, however, Mr. Trainer's great joy in life is not what he has done, but what his son, John Milton Trainer, Jr., is doing and will do to carry on the name of his family.

Born on a farm near Hopedale, Harrison County, Ohio, October 26, 1867, the son of a farmer; James Trainer and Christiana Graham Trainer, John Milton in early years while performing the chores of the farm, dreamed of the big city and the career he would carve for himself before the bar of some great community. He had family traditions to back him up. The Trainers had been prominent as farmers, preachers, and lawyers for years and his maternal grandfather was General James B. Rawlson, of the United States army, aide to General Washington. The high ideals of patriotism and the pious regard for the church which his mother taught him in childhood, John Milton Trainer never forgot.

When time allowed, young Mr. Trainer was sent to the public schools. Whatever other education he received came, as he himself says, from reading good books.

Boyhood found John Trainer acting as delivery boy for Whitten and Weiss, wholesale grocers in Topeka, Kansas, a position which he changed for one with Pearce and Ware, Chicago real estate dealers in September, 1888. His first employment had netted him twelve dollars a week. The place in Chicago was not a great deal more profitable, but young John Trainer had been observing what was going on in the world; had read all he could and had won the friendship of able older men such as Peter S. Groscup, United States District Judge of Chicago. He was anxious to learn from whatever source he could.

He had not been with the real estate firm a month as building workman when he was informed of his first promotion. That was the first of a succession of rapid strides toward the top, which carried him far. Now as junior member of the firm of Clark & Trainer, realtors and builders, he holds a position as one of Chicago's outstanding modern "makers". The 42-story Pure Oil building at Wacker Drive and Wabash Avenue and the Peoples' Trust & Savings Bank building at Washington Street and Michigan Avenue are samples of his handiwork.

During the world war Mr. Trainer was assigned to the general staff in Washington. He is at present commissioned as lieutenant-colonel in the quartermaster's corps of the United States Army reserves.

On July 19, 1893, Mr. Trainer married Emogene Drake, daughter of Colonel J. J. Drake and Frances Brewer Drake. Seventeen years later their son, John Milton Trainer, Jr., was born. He is a number one man at Yale and his father's pet avocation.

The Trainers have travelled extensively in England, Scotland, Wales, Holland, Germany, Austria, Italy, France, Switzerland and Belgium. Mr. Trainer has never lost his love for good books, preferring history and biographies. His hobbies are work, horseback riding, swimming and motoring. He finds time occasionally for a round of golf. He is a republican and a Presbyterian.

Mr. Trainer is a member of the Real Estate Board, the National Association of Real Estate Boards, the Chicago Association of Commerce and the Chicago Athletic, Union League, Lake Shore Athletic, Skokie Country, and Exmoor Country Clubs.

WALLACE G. CLARK

THE stone and steel walls of the city towers that Wallace G. Clark has built, his friends and business associates assert, are not one jot more sturdy than is the character of their builder. The secret of Wallace Clark's success, said by one who knows him more intimately perhaps than anyone else in the world, is "character, character, character."

Not only does Chicago owe Mr. Clark many of her most striking buildings—those temples of progress that rise so strikingly on what a century ago was swamp land on the edge of a virgin prairie—but the very fact that three million persons can live with safety to health in the city is due in a measure to his efforts as Sanitary District Trustee for fifteen years. His efforts have laid the foundations, and have reared some of the pinnacles of the great city.

Wallace G. Clark was born at Watseka, Illinois, April 2, 1863, the son of Daniel G. Clark, manufacturer and merchant, and Mary A. Potter Clark. His family had descended through a long line of farmers, lawyers, preachers, warriors and statesmen from Roger Williams, the founder of the Colony of Rhode Island. He was educated in the public schools, his "finishing" school being that of which experience is the taskmaster.

Success was the youthful dream of Wallace Clark—success in any undertaking. How completely that dream has come true the city of Chicago itself witnesses. At sixteen young Clark joined forces with his older brother, A. B. Clark, and opened a haberdashery shop in Chicago, where his family had brought him in 1866.

Many were the newcomers to Chicago in those days who saw possibilities in real estate. But few were so far-visioned as Wallace Clark with the faith to carry them on through years of hardship, of accident and disappointment. And few have achieved such entire success. The development of Chicago from the days of Mr. Clark's first business enterprise to its present striking proportions is paralleled by the development of the Clark fortunes, for the young merchant tied his destiny to that of his city by early investments in real estate.

For the past thirty-five years, Mr. Clark, as senior partner with John Milton Trainer, has been engaged in the real estate and building business in Chicago. Many are the business districts in outlying sections that have grown up to flourish under his care; many are the streets of homes he has built and many the skyscraper monuments of the downtown district.

But the success was not met without generous expenditure of effort. In addition to his business responsibilities, Mr. Clark filled with marked success the post of sanitary district trustee from 1905 to 1920, being elected three consecutive times. He was chairman of the engineering committee in the construction of the North Shore Canal, the Calumet Sag Channel, the Water Power Section and the diversion of sewage from Lake Michigan by "turning the river around."

A member of the Power Unification and Utilization committee during the World War he was appointed Colonel in 1912 by Governor Deneen and assigned to the governor's staff. He has served on many voluntary committees prompted by a desire for civic welfare.

Mr. Clark was married December 21, 1893, to Maude H. Loverin, daughter of Q. W. and Luella Loverin. They have two children, Wallace Loverin and Ruth L. Clark.

Mr. Clark is a republican and a member of St. James Methodist Episcopal church. He is affiliated with the Chicago Association of Commerce and the Civil Legion and is a member of the Union League, Chicago Athletic, and South Shore country clubs.

Though approaching the possible three score years and ten, Mr. Clark's activities are such that he will live and find pleasure in his work long after Chicago has passed her own hundredth birthday.

MARVIN A. BARLOW

PERHAPS no other profession on earth requires the quickness of insight, the sureness of judgment, the ability to size people up in a crisis that auctioneering does. And when those abilities are coupled with unflinching integrity, the determination to make good every promise, the reputation of having more than made good on most promises, the result is a man of unique high standing. Marvin Alexander Barlow, is possessed of all of these qualities. Having practiced auctioneering for thirty years in Chicago, he stands out in his profession, head and shoulders above the crowd.

What romance has passed under his hammer, what drama has been enacted with Marvin A. Barlow presiding, only he can tell, but it is certain that the incidents of his life would make an illuminating commentary on the passing great of the city—a vivid account of the fickleness of fortune.

Marvin A. Barlow as a youngster, dreamed a dream of worldly oppulence. He thought of a day when he might earn one hundred dollars a month. "Then," he felt, "I would be sitting on top of the earth." Today he is a man of wealth not only in worldly goods, but in reputation and friends.

Mr. Barlow was born in New York City, February 11, 1872. He is the son of Frederick C. Barlow, a dentist, and Edwina Grant Barlow. It was unusually early in boyhood that he conceived his dream of affluence in the terms of a hundred a month, and he set about early to do what he could to make the dream come true, though the goal seemed dishearteningly far away.

At sixteen, young Mr. Barlow went to work for the Pacific Mail Steamship company when J. Gould was president and Russell Sage a director. In 1892 Mr. Barlow came to Chicago.

That was in the days of general preparation for the World's Fair. It was a Chicago of great dreams and great accomplishments. It was a city where fortunes were to be made and Marvin Alexander Barlow was in the market for the making of a fortune.

With his brother he opened Barlow's pavilion, just back of the old Alhambra Theatre at Archer Avenue and State Street. The Barlow pavilion was to become the Koster and Bial's of Chicago. But somehow it didn't, instead, it lost thirty thousand dollars.

The brothers Barlow, however, were not discouraged. They ran horses at Washington Park through the days of the fair and in the spring of 1894 Marvin Barlow returned to New York.

Floyd Grant, an uncle, was conducting an auctioneering business in the Eastern city and Marvin went to work for him, securing there the training necessary to his own debut in the profession that was to win him eminence and independence.

Chicago had hardly been kind to him in his first venture, but something about the city must have fascinated him, for in 1899 he came back and has remained here since.

He obtained here a position with Elison, Florsheim and company, which was later bought out by Williams, Barker & Severn. So satisfactory was his work with the company that he was made vice president in 1907 and upon the death of Mr. Barker in 1912, became president.

In 1926 Mr. Barlow bought out the interests of Charles Severn and William Barker, sons of the founders.

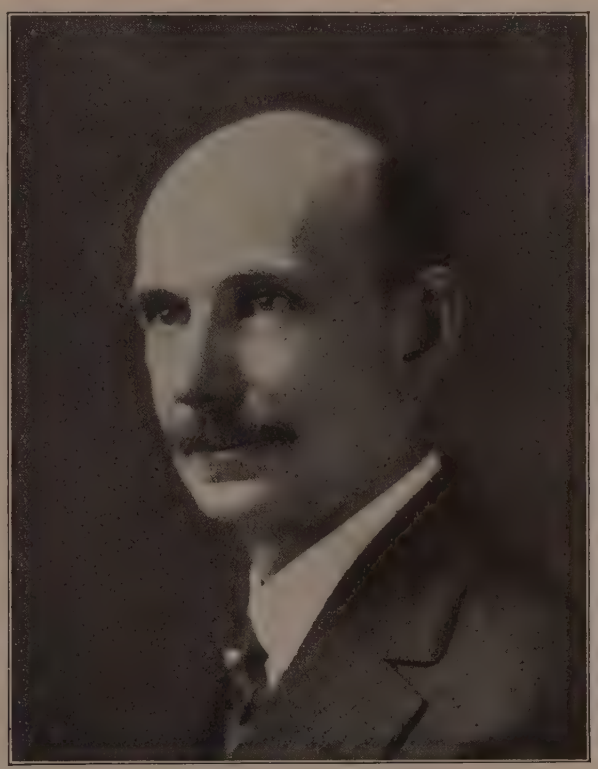
Mr. Barlow is married. The Barlows' town residence is at 1447 Touhy Avenue. Every August Mr. Barlow spends at his summer place at Lake Vermillion, Minnesota, with nothing to remind him of the eleven months in the thick of the madding crowd.

Friends say of Marvin Barlow, that he underestimates in making promises and overdoes in making good.

DOUGLAS WELTON HUTCHINSON

THE "crowning achievement" of the life of Douglas W. Hutchinson may, in one respect, be said to be his vocation. For he it is who presides over W. H. Hutchinson & Son, makers of bottle crowns. He is an important figure in this industry which has assumed gigantic proportions in the past decade.

Mr. Hutchinson has seen more of the drama of Chicago, than most men of the city. He was born in an old house in South Peoria street, October 16, 1860, and has spent nearly all his life in the city. He is the son of William Harrison and Mary Warner Hutchinson. His father was the founder of W. H. Hutchinson company of which he is now president. Capt. George F. Warner, his uncle, won a lasting place in history as Captain of the 5th Illinois Cavalry in the Civil War. A brother, William A. Hutchinson, also served in that war and his great grandfather, Joseph Hutchinson, was an officer in the War of 1812.



Young Douglas Hutchinson attended the Skinner grammar school and the West Division high school and entered Cornell University with the class of 1882. He was initiated a member of Chi Phi during his college career.

Ready to take up the business of life seriously he began as office assistant in George W. Pitkin Company, manufacturers of paint, where he stayed until 1887. For the next two years he worked as a partner in the Hutchinson Paint company and later served as secretary and treasurer of Coit & Company also in the paint business. In 1903 he became vice-president of W. H. Hutchinson & Son bottlers supply house of which he is now president and later he also became chief executive of the Chicago Fountain Soda Water company.

Such has been his brilliant business career. Hand in hand with this line of activity has progressed his civic interest and his desire for the betterment of Chicago artistically. Mr. Hutchinson is a great reader of history and fiction, and a true sportsman. He derives his greatest joy from a hunting expedition. He is a golfer of some prowess.

An independent Democrat in politics Mr. Hutchinson is vitally interested in public affairs, following with avidity every development of the day.

Episcopalian in faith, Mr. Hutchinson for a number of years was vestryman at St. Mathews Church in Austin.

On April 3, 1880, Mr. Hutchinson was married to Mary Jane Cuddy, daughter of Thomas and Hannah Cuddy of Chicago. The Hutchinsons have three children, Gertrude E., Helen M., now Mrs. Noble E. Snyder, and Donald Warner. Thomas Douglas, William H. and Lawrence have died.

Mr. Hutchinson is a member of the Illinois Athletic, and the Glen Oak country clubs. He is a Mason.

His steady rise to leadership in industry is parallel only by the steady strides of Chicago. The story of Chicago is made in part by the story of Mr. Hutchinson's life.

Empires have been built and have fallen on trifles. It might appear that a bottle crown was a trifle. And in a way, so it was, but a great industry has been founded on it. And the old rule that it is the big man in industry who sees the opportunities that little things offer holds good in the case of Douglas Welton Hutchinson.

In spite of his rise to a position where activity is no longer necessary, he still engages wholeheartedly in his business. His manner of doing things is quiet and unobtrusive but none the less effective for that.

With such an industrial record already to his name it is a great tribute to Mr. Hutchinson that he found time for his city. Many a man would calculate that his duty was to his business but Mr. Hutchinson has figured that the city which has given him the chance for advancement is entitled to his attention.

HARRY MOIR

THE traveler must be served, and it is in that direction that Harry Moir has extended his efforts for it was his desire to present to the public a home, and in the present Morrison Hotel he has succeeded admirably. To his clientèle Mr. Moir has brought the valuable experience and ability that he has gained through his hotel work.

Born of Scotch-English parents in the year 1867 at Calcutta, India, Harry Moir had a colorful beginning; when but a child he lived in Scotland for his parents had taken him there during infancy.

At the age of seventeen he came to the United States making his first stop at the Ryan Hotel, Minneapolis. Drawn by the World's Fair he came to Chicago in 1893, and started work at the Metropole on Michigan Avenue, and after a short while became associated with the Saratoga Hotel on Dearborn street. The work was very hard and exhausting but in four years he was rewarded by being made the manager of two hotels and eight restaurants.

Mr. Moir often says that during his three years as head waiter of the Metropole he received many of his most useful "pointers" regarding hotel work. Another business, millinery, was given a trial, but realizing that his ambitions were stifled in that work he told his employer of his attitude, and as a result he was placed in charge of the Stock Exchange Restaurant. During his employment here covering two years the ambition to own a hotel of his own was continually with him. From the Stock Exchange Restaurant he went to the old Continental Hotel, Madison and Wabash.

The realization of his ambition was begun with the purchase of a half interest in the Boston Oyster House in 1899; and in 1903, through his efforts, this famous restaurant and the Morrison Hotel were consolidated, with Mr. Moir as manager of both. In 1903 he acquired part of the land on which the enlarged Morrison Hotel has since been erected and at the present time holds leases controlling property extending along the entire Clark and Dearborn block on part of which the present Morrison Hotel stands, the remaining section reserved for the part to be built, that when completed will give the hotel a total of 3400 rooms.

He is president and general manager of the Moir Hotel Company, and it is in this capacity that he is able to indulge his individual fancies in regard to hotels, for Mr. Moir gives at all times his personal supervision to his staff and the hotel. It is his pride that the Morrison Hotel embodies, without thought of economy, every modern feature and appliance that is necessary to the comfort and welfare of the transient guest. Unique among the hotels of Chicago is the Terrace Garden of the Morrison Hotel, numbered among the most famous restaurants in the world. It is the gathering place nightly for many younger Chicagoans who dance to the music of a specially selected orchestra. The room itself is a reflection of the time and effort expended on the hotel. Mr. Moir is a member of the American Hotel Association and a director of the Chicago Hotel Association.

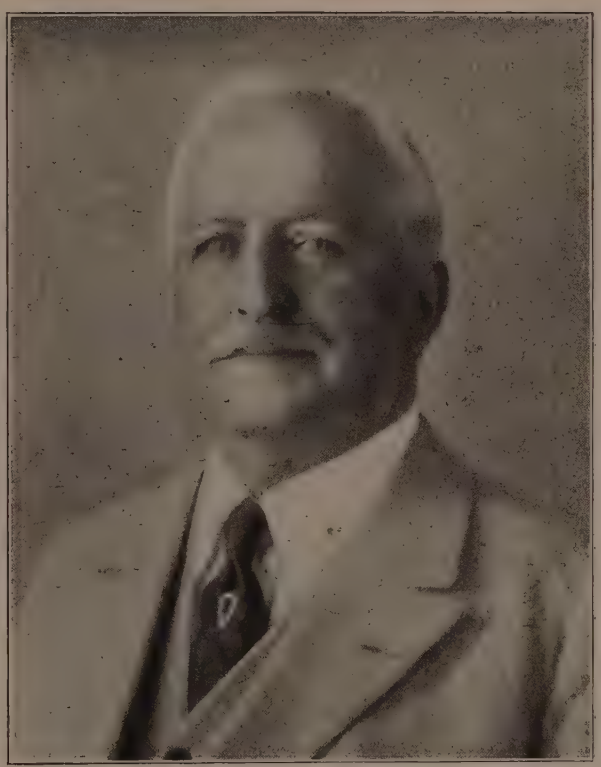
Mr. Moir is an excellent golfer, ranking among the best of the amateur golfers of the middle west. But this distinction does not limit his scope for he is an expert horseman and a swimmer of unusual power; as the outdoors has a great appeal to Mr. Moir, his beautiful Florida home is well equipped for the sportsman.

Mr. Moir has memberships in the following clubs: Beverly Country, South Shore Country, Illinois Athletic, Columbia Yacht, Miami Polo, and the Miami Beach and Bay Shore Country Club.

The Moirs have one son, Harry C. Moir, Jr., and it is Mr. Moir's hope that some day he will continue with the work that to his father is the realization of a long-held ambition.

JOSEPH FREDERICK HAAS

PERHAPS it may be only the futile longing for an impossible Utopia, never to be attained, but one cannot help wishing that every official in Cook County could equal, or at least approach, that lofty standard of probity and capability set by Joseph F. Haas, and maintained by him during his long and honorable political career. Mr. Haas was born in Chicago on November 13, 1858, the son of Frederick and Elizabeth (Sagisser) Haas, and educated in the public schools of this city. His first employment consisted in the important duties of water-boy for a railroad construction gang. Becoming dissatisfied with this vocation, he got a job as errand boy with J. S. Barnes & Co., hatters, in 1872. He rose steadily in position until he was made partner in 1900. That same year Mr. Barnes died, and Joseph Haas assumed complete control of the business.



In 1905, deciding henceforth to devote his entire energies to public service he relinquished his presidency of the hat firm. By this time he was already well-known in Chicago politics having made a name for himself by his excellent record for capable administration and fair-dealing.

His first public office was membership in the Town of Jefferson School Board, in 1886, the first of a long series of political positions that stretched out over four decades. Here his able execution of his duties, as well as his refined demeanor, made a fine impression on the electorate, securing him a place in the City Council as Alderman from the 15th Ward, during the term 1895-7.

The opening year of the century saw Mr. Haas become Clerk of the Sanitary District of Chicago, a position which he subsequently resigned. From 1902 to 1906 he was State Senator from the 25th District; and coincidentally with the last two years of that term he was Secretary of the West Parks Commission. Holding two posts at once in addition to his regular business in 1905, it was small wonder that Mr. Haas deemed it advisable to give up the latter.

From 1906 to 1910 he was County Clerk, one of the most prominent political posts in the city. When his Clerkship terminated in December, 1910, Mr. Haas took a long and well-deserved rest, not returning to the political field until 1915. From 1915 to 1917 he served as a member of the Illinois Waterways Commission.

In 1916 he assumed the office of Recorder of Deeds and Registrar of Titles, which he held up to the time of his death. The praise he obtained in this capacity from efficiency engineers testifies to his unusual talent for able administration. The methods installed by Mr. Haas have called forth the strongest panegyrics; indeed Mr. Haas it was who put the department on a self-supporting basis, and that, after all, speaks eloquently for itself.

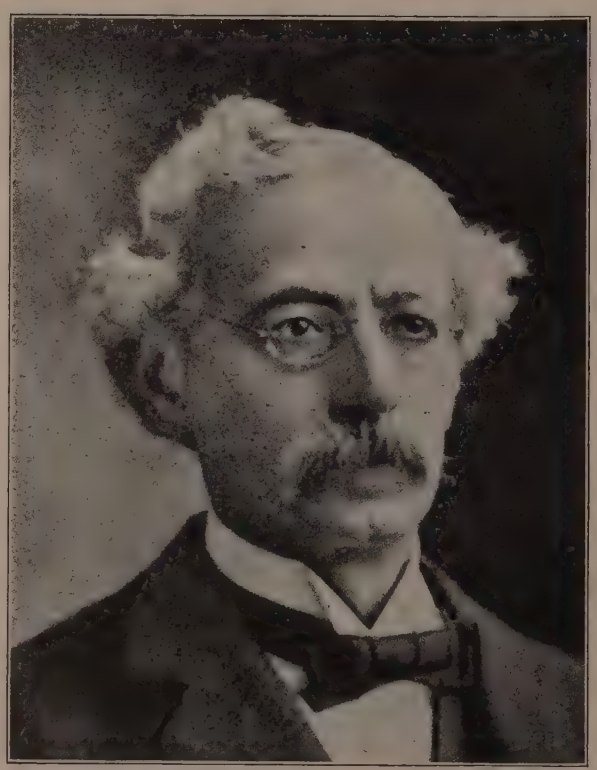
Mr. Haas' genial personality and admirable character won for him a tremendous following of friends and admirers. He was a Mason (32nd degree, Shriner), and a member of the following organizations: Aryan Grotto, Elks, Burgerbund, American Brotherhood, Big Brothers, Royal League, Schweitzer Benevolent Society and Swaben Society; and of these clubs: Germania, German, German Press, Logan Square Athletic, Pistakee Yacht, Fish Fans, Old Timers Baseball Association, Aurora Turn Verein, Steuben Club and Goethe Maennerchor.

He is said, too, to have sung tenor with every German choral club in Chicago. In June, 1877, he married Miss M. Rohema McKenzie. Mr. Haas died on March 14, 1928, and the partner of his life for over fifty years, grief-stricken at his death, survived him by only a week. The Haases are survived by two daughters, Barbara (Mrs. Riddell) and Jane J. (Mrs. Harry E. Hoff). Every Chicagoan should honor the memory of Mr. Haas for the invaluable services he has rendered the city.

ADOLPH LOEB

THE late Adolph Loeb, insurance man, scholar, and gentleman, was one of the most distinguished men in the field of insurance that Chicago has ever been fortunate enough to claim as a resident. Coming to this country from across the sea, he developed one of the largest and most noteworthy insurance agencies in this country.

He was born in the town of Bingen-on-the-Rhine, Germany, over ninety years ago—March 9, 1839. He was educated in the schools of this picturesque village, and later in institutions of learning in other German cities, as changing conditions in family affairs necessitated their changing their residence from time to time. Here were instilled into him the typical Teutonic characteristics of tenacity of purpose, honesty, and patience, and these virtues were evident in no small degree in Mr. Loeb's later life. Upon the completion of his classical education, he turned his thoughts toward the great western continent where so many of his countrymen had found success. His older brother had established himself there, and was progressing nicely. Of course, his father and mother were reluctant to part with another son, but his youthful enthusiasm soon overcame their objections and he came to the United States.



Mr. Loeb went to Cincinnati, and obtained a position there in his brother's store. Then, some years later, when a new city was rising from the ashes of the Chicago fire, Mr. Loeb, sensing the great possibilities in a city that had been re-born, left Cincinnati and took up his residence in Chicago. This was in 1873. The insurance field had always been alluring to the protective nature of Mr. Loeb, and accordingly he made a connection with the Manhattan Life Insurance Company. It was about 1875 that he entered the fire insurance business, and shortly afterward branched out for himself. The rest of his business career is the story of well-earned success through diligent application, sincere methods and honest dealings.

Mr. Loeb was a gentleman of truly beautiful character. His very person seemed to radiate an aura of dignity and refinement. Upon meeting him one immediately experienced a feeling of cordiality and respect. His quiet, reserved manner bred confidence, which never was better placed, and won him staunch friends. He was never ill at ease, and consequently anyone holding conversation with him always felt perfectly at home and free to ask advice on any subject, knowing that he would receive the most sympathetic and courteous treatment at the hands of Mr. Loeb. Irreproachable in all his dealings, seldom if ever genuinely angry, it was often said of him that he had never lost a friend; and certainly no higher compliment could be paid to any one, nor would any man be more justified to receive it. He loved humanity, and his faith in mankind was amply rewarded. As the mentor of many, the friend of all who knew him, and the enemy of none—thus did Mr. Loeb go through life.

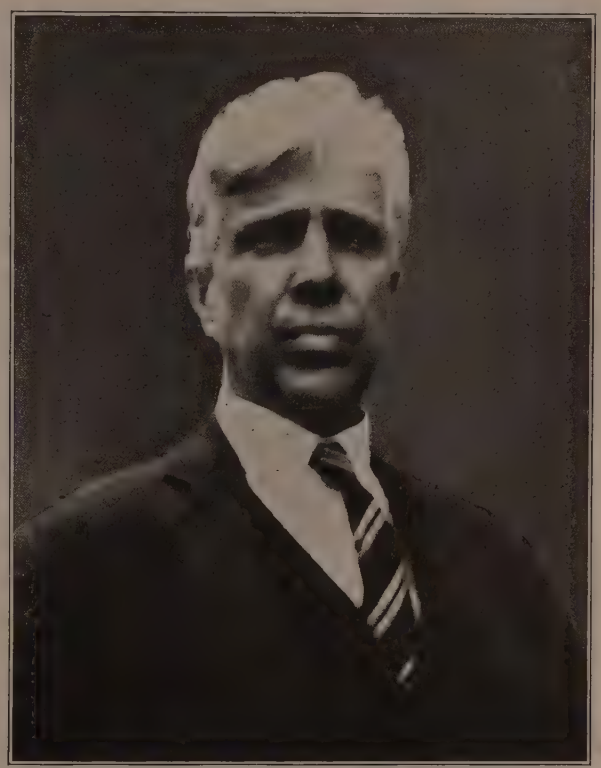
Mr. Loeb was married in 1864 to Lucille Hart. They were blessed with seven children: Mrs. Louis Becker, Leo A. Loeb, Mrs. Bertha Lang, Mrs. Cora L. Pflaum, Sidney A. Loeb, Mrs. Irma Silverstein, and Arthur A. Loeb. Mr. Loeb was devoted to his wife and his children, and would sooner have spent an evening at home with them than in any other manner. He reared a fine family, raised along old standards, and in his later years he had the satisfaction of being able to rest "from his work; and he saw that it was good."

The organizations in which he was most active were the Standard Club and the Independent Order of B'nai Brith, of which he was at one time president of the sixth district. He was a subscriber to numerous charitable organizations.

His death on October 8, 1906, removed from Chicago one of its most cherished and beloved citizens.

CHARLES F. WENHAM

"FINEST fellow in the world," is the way all his friends describe Charles F. Wenham, a citizen of Chicago for thirty-four years. Yet not one of his many friends knows more than the vaguest details of his interesting career, and Mr. Wenham himself tells less than anyone else. Widely traveled, very wealthy, independent in politics and caring nothing at all for society, Mr. Wenham has come and gone all over Europe and around the world, and few of his friends know even the outline of his activities.



Mr. Wenham was at one time the head of the Chicago Safe and Merchandise Company, where he had a tremendous stock of desks, chairs and office furniture on rental. What the public does not know, but which a few of his most intimate friends do, is that he has often given the use of his own furniture, and paid the hire of his men and trucks to deliver it and return it to the warehouse, and made no charge at all when the occasion was for somebody's good.

Mr. Wenham was one of the old members of the Press Club of Chicago, and when a reckless administration got that institution in financial difficulties, it owed him a bill of thousands of dollars. When there was danger that other creditors would seize the furniture for debts and embarrass the club, Mr. Wenham went into court, got a judgment, and seized the club's chattels on his own account. But he never moved a chair nor a picture. Instead, he leased everything to the club at one dollar a year—and forgot to collect that.

Later, when the club was on its feet financially, Mr. Wenham sold back the furniture to the club at a fraction of its value, and called it square.

Mr. Wenham was born at Fort Atkinson, Wisconsin, on December 19, 1865. His father, William H. Wenham, was a veteran of the Civil War, and by occupation a house builder. His mother was Mrs. Mary E. Wenham.

His book education was obtained in the common schools of Wisconsin, and the lad then went to work as a telegraph operator at forty dollars a month. Out of this wage he managed to save several hundred dollars, and in 1895, at the age of thirty, he came to Chicago and began business for himself. Of his life before coming to Chicago, almost as little is known as of the later period. His close friends know, vaguely, that he was a professional boxer for years, but they know little else.

In business Charles F. Wenham built up a most enviable reputation for himself. There is an old saying that the word of some men is as good as their bond; Mr. Wenham was of that type. He was accustomed to handling very large deals on his word alone, and men who knew him never thought of asking for a note or a contract. When Charles Wenham gave his word they knew his part of the agreement would be carried out to the letter.

He made money—not even his friends know how much, nor how it was invested. One friend, encountering him once by chance in Berlin, asked where a check might be cashed without too much red tape. For answer, Mr. Wenham took the traveler to a Berlin bank and introduced him, and the traveler was amazed to find that Mr. Wenham was president of the bank.

Another friend, traveling in Europe, by the merest chance came to the knowledge that Mr. Wenham was owner of a line of ships, and that his frequent voyages across the Atlantic and all over the world, were made in his own vessels.

If there be such a thing as a modesty complex Charles F. Wenham may be said to possess one, and his material success has not altered him a whit. An enigma to the whole world, yet dearly beloved by the few men who have been fortunate enough to be on intimate terms with him—such is Charles F. Wenham, now living quietly in Chicago and conducting a hotel of which few, even of his friends, ever heard.

JACOB LEVI KESNER

FOR thirty-two years a merchant with The Fair Store Jacob L. Kesner had the judgment and foresight to recognize a new branch of industry, and it was for this reason that in 1910 when retiring from The Fair he entered the field of real estate, which was to bring him to the forefront of Chicago's prominent business men.

He was born in London, England, the 30th day of December, 1865, the son of Louis J. and Sarah Kesner, but deciding that America was the land of promise they left England in 1869 and settled in New York. Later, in 1876, they arrived in Chicago, where there seemed to be a greater opportunity for Mr. Kesner's father, who was a manufacturer of cigars. Mr. Kesner's first education was received in Chicago at the Scammon and the Haven Public Schools. Subsequently, he attended the Chicago Business College. Miss Betty Frohman, a Chicago girl, is his wife; they were married on August 30, 1887, and their daughter Lucile is the wife of Isa W. Kahn of this city.

Although he is now a real estate specialist, his first work was at The Fair as cash boy for $2.50 a week. The Fair, at that time was, as now, one of the largest department stores in the city. This position did not claim him for long; he advanced from time to time to different positions becoming buyer and assistant manager; and from 1895 till 1910 he was general manager. It was at this period that he made the decision to branch out and work for himself.

Concomitant with his real estate business, Mr. Kesner has been engaged in the building of large office buildings. Under his own firm name he also handles loans, insurance, investments, and the management of estates. He is also president of the State and Quincy Building Corporation, and of the Hand's Constant Mesh Transmission Company, and is a director of the Bank of America, all of Chicago. Mr. Kesner's sense of civic responsibility and his interest in affairs relating to the public is great; he was former president of the State Street Improvement Association, an active member of the senior council of the Chicago Association of Commerce, a member of the Building Managers' Association and the Chicago Real Estate Board. With this before the public it is readily observable that Mr. Kesner is distinctly one of the big factors in Chicago's great realty industry. He is the owner of much real estate in the famous "Loop" of Chicago, among his holdings being the Consumers, Lake View and the Kesner Building, all of which are the fruits of his capable and energetic activities. The civic duties that he has undertaken have all been performed in an efficient and faithful manner, evident proof that he has enjoyed working for his city. Politically, Mr. Kesner is a Republican.

Mr. Kesner has made three extensive trips abroad. He is possessed of cultivated and artistic tastes, which were naturally gratified by his visits to such of the European spots of interest as appeal to the man of culture. History and biography form the bulk of Mr. Kesner's extensive reading. As a big factor in Chicago land history, Mr. Kesner's reading material tallies appropriately with the work he has accomplished, as his knowledge of the old and the new world history is very broad as is his acquaintanceship with our eminent men. To further his cultural interests he is a member of the Chicago Historical Society, the Field Museum of Natural History and the Chicago Art Institute, and it is from the last named that Mr. Kesner gratifies his artistic tendencies.

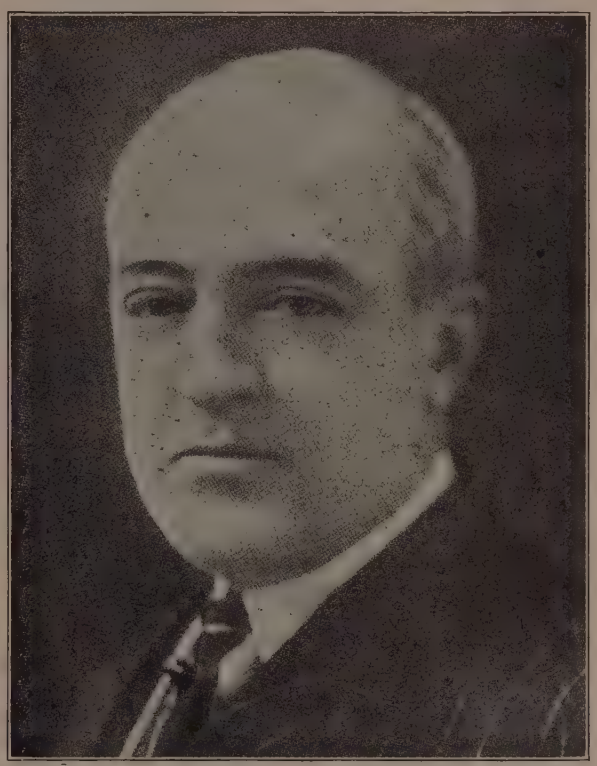
He is a member of many of Chicago's better clubs among which we find The Illinois Athletic, the Midday, the South Shore, the Ravisloe Country, the Northmoor Country, the Standard and the Chicago Riding Clubs.

In addition to a remarkable sense of civic loyalty, Mr. Kesner is possessed of a genial and magnetic personality.

GEORGE F. HARDING

PUBLIC service and private collection of art are the two prominent themes in the story of George F. Harding's life.

Possessor of one of the finest collections of ancient armor in the world, Mr. Harding has made of his beautiful home, a veritable nest of rarities and objects of art. His collections will measure up favorably with any in any museum anywhere. They constitute one of the most interesting private collections in the United States and certainly in Chicago. And the doors of Mr. Harding's home are always open in friendly welcome to the visitor.



But in public administration, too, Mr. Harding has made a mark that will not be obliterated. As alderman, state senator, city comptroller and county treasurer, Mr. Harding has brought credit to a name that already bears its share of glory in American history.

George F. Harding was born in Chicago, August 16, 1868, the son of George F. and Adelaide Mathews Harding. His father was a prominent Chicago lawyer, and Mr. Harding prescribes his success to the early influence his father had upon him. George Harding attended Moseley public school and went East to Phillips Exeter Academy for his preparatory work with the class of 1888. He was graduated from Harvard in 1892, not only with high scholastic standing, but with a record in athletics that is unusual in its inclusion of high achievement. He was a varsity man in football for all four years of his college career and went to England as a member of the All-American team of 1891. He held the intercollegiate light weight boxing championship in 1890 and 1891.

With his educational career finished, Mr. Harding returned to Chicago and entered business. He has always adhered to a judicious mixture of work and play and when doing either, he does it well, making his return to the other more vigorous and joyful. Mr. Harding now is president of the Chicago Real Estate Loan and Trust Company, but his greater work has been as a public servant. He served in the city council for six terms, as state senator two terms, as comptroller of the city of Chicago four years and is now treasurer of Cook County.

Mr. Harding is a man who is at once respected, admired and liked wherever his duties take him. Those who work with him are always among his friends. Their troubles become his troubles and when he plays he wants them to play.

Naturally, in his collecting of antique weapons and art Mr. Harding has travelled extensively in Europe, Asia and Africa. And usually on his journeys, he is accompanied by a group of friends to whom he is at once host and guide to the interesting places abroad. Hunting and fishing share in Mr. Harding's enthusiasms with travel. Mr. Harding is a Republican and a Unitarian.

George Franklin Harding was married December 29, 1896, to Ellen O. Davis, daughter of Mr. and Mrs. John R. Davis of Neenah, Wisconsin, now deceased. His second marriage was with Katherine Fay of Peoria, Ill. He has one daughter, Mrs. John W. Thompson of Lake Forest.

Mr. Harding is a member of the Chicago Athletic, Olympia Fields Country, South Shore Country, Illinois Athletic, Illini, Harvard, Hamilton, Chicago Yacht, Lake Shore Athletic, Arms and Armor, and Ambassador clubs.

His great great grandfather, General Abner Clarke, fought well in the Revolutionary War, as did his grandfather, General Abner Clark Harding, in the Civil War. His father was a well known and respected member of the Chicago bar.

That is a hard line to "hew to", but George F. Harding has cut straight and well. He has to his credit a long record of achievement in public affairs, in a city where wise generalship means so much to so many people.

JOHN EVANS CORNELL

NO MAN living today is more closely identified with the traditions and history, the past and present life of that exclusive section of Chicago called Hyde Park, than John Evans Cornell of 5116 Blackstone Avenue. He was born in that community when it was far outside the city limits of Chicago, he has grown up with it, he had become imbued with its attitude and its tradition—in fact, more nearly than any other citizen of today, he is the living exemplification of Hyde Park.

He was born on August 1, 1862, the son of Paul Cornell and Helen Gray Cornell. His father was a real estate dealer, and he had the foresight and courage to vision what that section might become, and to invest heavily there—and, which many another early investor failed to do—hold fast to his investments. He was literally the founder, and figuratively the father of Hyde Park, though even his vision did not encompass all the wonders which time has wrought in that section.

The years—1881 and 1882—John Cornell spent at the University of Chicago, and then went to Ann Arbor where he finished his college course and received the degree of Bachelor of Arts in 1884 at the University of Michigan, then back to Chicago for a course in law, graduating at the Union College of Law in 1886, at the age of twenty-four.

Although he had taken his degree in a law school, and had become a member of the Chicago bar, he engaged in the active practice of the law for only three years, as he soon became actively engaged in real estate—and almost exclusively in that part of Chicago which claims him as its own, Hyde Park. He inherited from his father not only immensely valuable holdings of land, but the instinct for profitable dealing, and a familiarity from boyhood with the values of that section and the history and traditions of each block of property and the successive owners of it.

One of the properties to which he fell heir on the death of his father was the Hyde Park Hotel, and he directed its management successfully for twenty-eight years.

In 1900 Mr. Cornell became associated with Adelmer M. Bates, who had invented a self closing bag, now widely known as a valve bag. In 1902 Mr. Cornell applied the principle of a valve to a paper bag and personally invented the first paper valve bag. During the following twenty-five years he was closely engaged in developing the use of valve bags in cement, plaster, lime, and other rock products. The business grew to immense proportions, the valve bag being introduced into every civilized country on the globe. Mr. Cornell has since made further improvements on the paper valve bag, and what is known now as the Multi Wall Valve Bag (his own personal creation) comprises the chief part of the business. Over 350 million were manufactured in 1928 and the number is rapidly mounting.

Mr. Cornell was married on June 22, 1892, to Miss Katharine Spear, daughter of William H. Spear and Mary Raper Spear. Their children are Katharine Cornell Harper, wife of Lyle Harper, nephew of John Rainey Harper, first President of the University of Chicago; John Evans Cornell, Jr., and Grace Eldredge Cornell. One daughter, Elizabeth, died in infancy.

In politics Mr. Cornell is a conservative Republican. He is a member of the Fifth Church of Christ, Scientist, of Chicago. He takes his recreation in the form of golf, and at intervals a hunting trip. His clubs are the Union League, Chicago Athletic, South Shore Country, Flossmoor Country, and Olympia Fields. Whenever a gathering is held by the "old settlers" of Hyde Park, John Evans Cornell is an honored guest, representing to the pioneers that spirit of city building which was instilled into that neighborhood by his father, and so thoroughly carried on by the son.

JOHN ALEXANDER CARROLL

IN THE development of the magnificent Hyde Park district, where fine apartment hotels stand shoulder to shoulder with the abodes of the well-to-do, no man is more prominent today than John A. Carroll. What Paul Cornell was to the Hyde Park of yesterday, Mr. Carroll is to the Hyde Park of today. As banker, builder, and business-man he stands out as one of Chicago's front rank.

Mr. Carroll was born in Glanford, Ontario, on the sixth of February, 1879, the son of Nicholas and Bridget (Donnelly) Carroll. His preparatory education was received in the Canadian grade schools and high schools. In 1894, at the age of fifteen, Mr. Carroll entered the United States, taking up his residence in Chicago. Here he enrolled in the Law Department of Lake Forest University, later studying at the Chicago Law School, and attending special lectures at the University of Chicago. He was admitted to the Illinois bar in 1899.

During his entire business career Mr. Carroll has lived in Hyde Park, which he regards as the greatest section of the greatest city in the world. His fondness for the district in which he dwells may be partially paternal, for certainly no one living has done more than he to make Hyde Park the superb section it now is—a place of noble buildings and substantial people, where the steady increase in real estate values has graphically evidenced the development it has undergone.

Mr. Carroll heads three banks, The Hyde Park-Kenwood National, organized in 1912; The South Shore State Bank, six years later; and the Jackson Park National Bank, founded in 1923. All three of these institutions are members of the Chicago Clearing House Association, and the Hyde Park-Kenwood National Bank and the Jackson Park National Bank are members of the Federal Reserve System. The three banks of which Mr. Carroll is president are all located opposite stations of the Illinois Central, a great convenience to the business men and residents of Hyde Park and South Shore. Mr. Carroll is a member of the Chicago and Cook County Bankers Association, serving as President in 1921, of the Chicago Bankers Club, and of the Chicago Real Estate Board, in which he served on the valuation committee in 1919 and 1921.

Under his own name Mr. Carroll entered the real estate field in which he has been a distinguished figure in all departments. Mr. Carroll it was who erected the Madison Park Hotel in 1919 and the East End Park Hotel in 1923. It was he who bought the Armour Institute property for a million dollars, subdivided the property, meeting the cost of all public improvements, and sold it three months later at nearly treble the price he paid for it,—a record in speedy development of vacant property. The Flossmoor Park subdivision is another of Mr. Carroll's large-scale undertakings, involving one hundred and sixty acres.

In 1924 Mr. Carroll erected the Jackson Park Bank and Theatre Building. He possesses the distinction of organizing the first chartered bank in Hyde Park, building the first theatre and apartment hotel there, and selling the biggest subdivision in its locality in the shortest time,—a brilliant record and a sure indication of the true builder's genius. With the Hyde Park-Kenwood National Bank's beautiful new building at the corner of Lake Park Avenue and Fifty-third Street, another Carroll triumph is achieved.

An independent in his political views, Mr. Carroll yet is a firm believer in good government. During the World War Mr. Carroll did excellent work on many committees. He is a member of the Union League, South Shore Country, and the Flossmoor Country Clubs. On December 24, 1923, he married Miss Stephanie Elanore Grill. They have a son, John Alexander, Jr., born March 22, 1925.

In both business and social circles Mr. Carroll is widely liked and greatly respected.

CHARLES EUGENE FOX

TO THE modern Hyde Park and South Shore districts of Chicago, with their lake front boulevards and their sky scraping apartments, Charles Eugene Fox and a few other men are what Paul Cornell and his associates were to the old Hyde Park emerging from the swamps of Lake Michigan into quiet little suburban retreats. Charles Eugene Fox is one of those quiet makers of Chicago, whose hands are on the pulse of thecity, recording every unusual beat and whose keen blue eyes are watching the face of the city for every new expression.

Charles Eugene Fox, Realtor and Banker, was born January 31st 1890 at Windsor, Ontario, Canada. He is the fourth of a family of eight children born to James A. Fox and Margaret Collins Fox. He was brought to Chicago when three weeks old. Four brothers and three sisters were born in Chicago. He received his education in the Parochial Schools of Chicago. He began his business career as an office boy at $3.50 per week. His willingness to work and his quick grasp of detail won him early and steady advancement. He credits one influence more than anything else for the foundation of his success—"the teaching of his Mother to be everlastingly at it". This teaching must have sunk deeply into the nature of young Mr. Fox, for it is a long jump from office boy to distinguished banker and authority on real estate, and the years have not been many in the change.

Whatever Charles Eugene Fox has accomplished has been accomplished on his hard work and the training given him by his parents.

Mr. Fox is now President of the Hyde Park Investment Company; Vice-President and Director of the Hyde Park-Kenwood National Bank of Chicago; Director of the Jackson Park National Bank of Chicago, and Director of the South Shore State Bank, Chicago.

He is also President and Director of the Seventy-first Street Building Corporation; Director of the East End Park Building Corporation; Director of the Operadio Manufacturing Company; Director of Empire Warehouses, Inc.; Director Hyde Park Laundry Company, Vice-President and Director of the Hyde Park National Building Corporation, and Director of John A. Carroll & Co., Inc. He organized and was the first President of the South Shore Investment Company, retiring from that Company in 1926 to allow more time for banking and personal investments.

The rewards of Mr. Fox's earnest application of the Franklin principles in his youth have been self-evident. From the hard working office boy days, the days of the boy with a thatch of red hair, Irish blue eyes and ready smile, has emerged the man of position and affluence. He has traveled in Italy, France, England, Ireland and Scotland. He has found time for books—his favorite author is Kipling. His favorite recreation is golf and he is not an infrequent member of a foursome on some of the south side links.

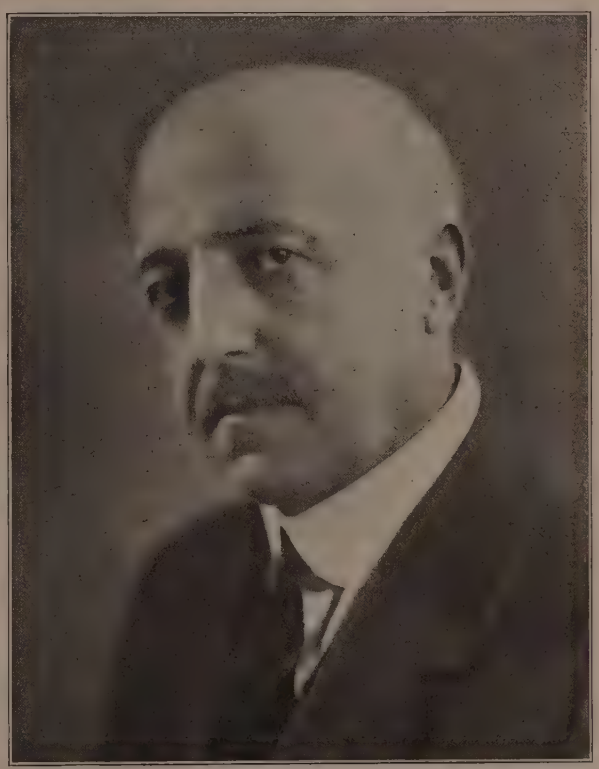
Mr. Fox was married January 20th 1925 to Marie Elizabeth Doyle, daughter of James H. Doyle and Catherine McElherne Doyle. The Foxes have three children—Marietta, Jeanne Marie, and Jamie Colette. The family residence is at 5200 University Avenue.

Mr. Fox is a Roman Catholic in faith. His politics are Republican. He follows with active interest all civic matters whether political, philanthropic or social. He is a member of the City Club, South Shore Country Club, Olympia Fields Club, Chicago Real Estate Board, the Field Museum and the Knights of Columbus.

There is a tendency among us of this age to think of the great opportunities of Chicago as things of the past, confined to that time when the city was springing out of the Illinois mud. The life of Charles Eugene Fox is a standing refutation of this belief.

WILLIAM P. DOERR

WILLIAM P. DOERR is to modern Hyde Park what Paul Cornell was to the pioneer suburban settlement around Fifty-third Street near the lake. Paul Cornell developed the prairie land along the lake shore into a quiet little village of cozy homes separated by miles from the thriving young city north of it. Mr. Doerr took a major role in transforming the village into an outlying residential area of that city, by building a large number of apartment buildings after the great Chicago World's Fair and after the great World's War, great apartment hotels, whose towers rivalled those of the central business district of Chicago. William P. Doerr was builder of the first kitchenette apartment hotel in Hyde Park.



William P. Doerr was born in Strassburg, Alsace-Lorraine, November 7, 1870, His father, Peter Doerr, was a school master. His mother was Barbara Schaefer Doerr. Young Master Doerr was educated in the Lyceum at Strassburg. He came to America on January 28, 1887. After an 8-year period in the offices of his brothers taking up the architect's profession, he returned to the Stuttgart Polytechnicum where he finished his architectural studies.

A decision made when he first came to Chicago and held to with a remarkable degree of tenacity for such a young man, probably accounts for his marked success in early life. He joined his brothers in the architect's business here and it was generally assumed he would work on a salary. But William P. Doerr with characteristic foresight demanded a commission basis and from the first was working on his own. Thus the energy he was always ready to pour into his work proved of greater help to himself than it would had he been the employee of others. He has continued independent in his business and is now, as he has been from the start, William P. Doerr, architect.

Building has been his principal activity, but naturally he has been involved in many large real estate transactions. During the period when Hyde Park property skyrocketed into values undreamed of, even by the farsighted wisdom of Cornell in founding Hyde Park, Mr. Doerr was active in that district. He was here for the World's Columbian Exposition, which "made" the south side, and he worked indefatigably through all the excitement.

His Hyde Park activities began to occupy his entire attention about 1898, and he has remained in that specialized field ever since. But his building of the Madison Park apartment hotel was in the nature of a new departure which had a revolutionary effect on the very essence of metropolitan life. It was one of the first of the kitchenette apartment buildings which have become so general in the residential districts of the city. When three million persons must live in a city, it is impossible for each to have a large home with expansive grounds. And with the nature of life in the city changed—speeded up to a more lively pace—the kitchenette apartment is a life saver to many a young couple whose activities are too many to allow time for the care of a large home. William P. Doerr in this sense is one of the fathers of the "metropolitan revolution" in American family life and customs.

He built the East End Park Hotel, the South Shore View Hotel, the Dornell Hotel, Park Beach Hotel, Cornell Hotel, etc., etc.

Mr. Doerr was married in 1913 to Anna Doerr.

He has traveled much in the Americas and in Europe. He finds relaxation in books and a good detective story is refreshing to him. He is a reader, too, of books on nature study. He is a Catholic in faith and a free lance in politics.

Mr. Doerr is a member of the Chicago Athletic, the South Shore Country, the Cambridge, Architects and German Clubs. He is a life member of the Art Instiute and the Field Museum.

WILLIAM HENRY BRITIGAN

IF YOU go out for a spin in your automobile, touring Chicago and its environs, you will be sure to see the name of Wm. H. Britigan on many and many a real estate sign, for he is one of the most prominent real estate subdividers in the city, the ramifications of his business extending over miles and miles of property which either is, or will be, the centers of Chicago's teeming building.

Mr. Britigan was born in St. Marys, Ohio, on December 9th, 1881, the son of Albert and Sarah A. Britigan. His early education was obtained first in the public schools of Dayton, Ohio, and later in the Union Christian College, Merom, Indiana. Subsequently Mr. Britigan matriculated in the Valparaiso University at Valparaiso, Indiana.

When Mr. Britigan began his business career it was not in the field in which he was later to become so prominently known, for his first position was in the advertising and sales department of the National Cash Register Company of Dayton. Next he transferred to an analogous position of the Library Bureau of Boston, Massachusetts, being employed likewise in the advertising and sales department of this institution during the years 1901 to 1903. Following this position Mr. Britigan became employed as the educational director of the West Side Young Men's Christian Association of New York from 1904 to 1907. In that city Mr. Britigan first manifested his interest in the branch of work which was subsequently to become his vocation, organizing the first real estate class in the country. It consisted of 250 men in the realty field, and as a result of this new interest Mr. Britigan published an illuminating book entitled "Practical Real Estate Methods."

The next step in Mr. Britigan's career took the form of a position as assistant to the comptroller in the real estate office of the Metropolitan Life Insurance Company of New York, which post he occupied during the years 1908 to 1909. Next he became engaged as general manager for Joseph P. Day, a New York real estate auctioneer, by whom he was employed for the four years from 1910 to 1914.

In 1914, splendidly equipped with the knowledge and training in real estate, both in its practical and theoretical aspects, which he derived from the numerous connections above enumerated, Mr. Britigan removed to Chicago, where he was destined to become so dominant a figure in the real estate field. His entire career has shown an orderly and well defined progress, during which his accumulated knowledge continually served to further his activities in each successive position. Upon his arrival here Mr. Britigan began to sell Marquette Manor for the Assets Realization Company. On the completion of this work, Mr. Britigan established his own firm under the name of William H. Britigan on the 1st of September, 1915. Almost from its inception Mr. Britigan's concern flourished. Shrewdly directed as it was by its head, and characterized as it is by the high principles of integrity and dependability which so strongly characterize the man.

In 1922 the title was changed to The William H. Britigan Realty Association, specializing in the sale of subdivision property and its continued development and expansion is a distinct tribute to the ability and personality of the man whose name it bears.

On May 2, 1902, Mr. Britigan was married to Miss Mary Sibley. There are four children: Herbert Dana, Mrs. Katherine Alice Combs, Wolstan Dixey and William Henry, Jr.

Mr. Britigan is a member of the Chicago Real Estate Board, the Chicago Association of Commerce and the Mid-Day, Union League, Lake Shore Athletic and South Shore Country Clubs. Mr. Britigan's favorite diversion consists in outdoor recreation. He resides at 6950 Euclid Avenue.

ARTHUR TUTTLE McINTOSH

AS FOUNDER of a business that has grown from one man to be one of the largest real estate companies in the United States, Arthur T. McIntosh surely has just cause for fame.

He was born, the son of Gilbert B. and Rose Tuttle McIntosh, in Clear Lake, Iowa, on March 28, 1877. Both of his grandfathers were men of prominence. One of them, Marcus Tuttle, was one of Iowa's pioneer developers,—banker, judge, farmer, and senator. The other, Lucius Wolcott McIntosh, was a well-known physician in Hartford, Conn., and a descendant of Oliver Wolcott, a signer of the Declaration of Independence and of Jonathan Edwards.

Mr. McIntosh received his preparatory education in the Clear Lake, Iowa, High School. He attended the Lake Forest (Ill.) Academy for two years, graduating in 1896, and afterwards Norwestern University, from which institution he graduated in 1900 with a Bachelor of Science degree.

It had been his youthful hope to become a ranch man, but, after his graduation from college, he went abroad for four months, traveling in the British Isles and on the Continent.

In the fall of 1900 he went to work as an agent for the New York Life Insurance Company. The next important date to be noted in his career was 1907, when he founded his present business, which has since proven so important a factor in Chicago's real estate history. At this time he started in as a one-man concern, laying the foundations for the powerful organization which was destined in later years to enable thousands of individuals to own their homes, an organization which has been instrumental in making millions of dollars for investors in vacant property in Chicago. During the twenty-odd years of its existence Mr. McIntosh's concern has grown to be a leading factor in Chicago Realty development.

On July twenty-eighth, 1910, Mr. McIntosh was married. His wife Mabel Hannah is the daughter of Alexander D. and Catherine Grady Hannah, the ceremony taking place in London. The McIntoshes have had five children: Arthur T. McIntosh, Jr., Alexander H. McIntosh (who died in infancy), Jane McIntosh, Gilbert B. McIntosh, 2nd, and Mary McIntosh.

Mr. McIntosh is a well-known figure in his community, holding the exceedingly responsible position of President of the School Board of Kenilworth, Illinois. In this capacity he is answerable for the education of hundreds of children in this North Shore Suburb. He is also a member of the board of trustees of the Kenilworth Union Church. (Mr. McIntosh is a Presbyterian.)

Although he is still active head of what is undoubtedly one of the most important organizations of its kind in the country, Mr. McIntosh yet finds time for considerable social diversion. He is fond of horse-back riding, of golf (belonging to a prominent suburban golf club), and of hunting. Furthermore, he spends considerable time in reading, especially biography and history.

Mr. McIntosh is a member of the University Club of Chicago, of the Union League Club, of the Kenilworth Club, of the Indian Hill Golf Club, Barrington Hill Golf Club, of Wild Wing Lodge (a shooting club), and the Sigma Chi Fraternity.

Mr. McIntosh is Republican in politics, but holds no public office other than his school board membership and presidency.

In choosing his present vocation, Mr. McIntosh was perhaps guided by heredity, for his father before him was an extensive land owner and real estate dealer.

Mr. McIntosh at present holds two official positions in his companies: President of Arthur T. McIntosh & Co., and of the Arthur T. McIntosh Land Association. As such he is unquestionably one of the foremost figures in the real estate field today.

PERCY WILSON

MORE than one hundred thousand persons are living or doing business on land and in buildings they bought from Percy Wilson. He is a giant in Chicago Real Estate and owes no one but himself any debt of gratitude for the position he has attained. Born in Chicago he left it as a small boy, but returned to serve his apprenticeship with one of the city's oldest real estate companies and before he had passed middle age to found one of Chicago's largest realty concerns himself.

Percy Wilson was born here October 31, 1890, the son of Charles Wesley Wilson and Myra Schuermann. His mother's family goes back to Lord Horsefall. For three years he attended grammar school in Ravenswood but at nine left with his family for Oklahoma where his father took up a ranch in what was then "no man's land" just above the Texas panhandle. For a short time he attended country school and later grammar school in Gage, Oklahoma, doing farm work in the summer. His first paying "job" was herding cattle on a Texas ranch at $15 a month. When he was sixteen, however, he returned to Chicago to live with an uncle, Theodore Schuermann, who, he says, taught him the principles of business and conduct. He found work at six dollars per week as an office boy with the Bartlett real estate company, but before a year was up that organization had begun to encourage his ambition and ability. On January 1, 1908, he was made assistant advertising manager and before he was eighteen he had been made manager of a subdivision.

In 1916, still a young man, he was made assistant general sales manager and on January 2, 1923, became a member of the firm. Later he was appointed general sales manager and treasurer of the large company. During the nineteen years he was with the Bartlett company he assisted in more than two hundred subdivisions. He personally handled the Bartlett colonization project in Arkansas which included 20,000 acres of land. Much of his time with the company was served on the road selling miscellaneous pieces of property.

But though such a brilliant record might satisfy a less vigorous and courageous spirit than Percy Wilson's, he felt that it was time his "apprenticeship" was up and in March 1926 the Percy Wilson company made its debut, ready to handle real estate, mortgages and loans and subdivisions. The first important project of the new company was a million dollar subdivision on Irving Park Boulevard in Du Page county. From the beginning of his career Mr. Wilson has been known for his sales ability, his insight into character and his untiring devotion to the "job" on hand.

While working as office boy in the Bartlett company he attended night classes in the Central Y. M. C. A. and later in the Chicago Business Law school. His early ambition was to become a lawyer, but he was not one to rebel against circumstance. Rather, he made the best of what presented.

Mr. Wilson is an effective public speaker and has written many articles on the history of Chicago real estate. During the world war he was an active worker in Liberty loan drives. His favorite books are ancient and Roman history. Golf and horseback riding keep him physically fit for his daily grind of business.

Mr. Wilson was married, January 1, 1918, to Barbara Frances Heggie, daughter of Frank M. and Emaline Heggie. The Wilsons have three children, Patricia, Theodore and Robert. The Wilson home during the winter is at 4919 Dorchester Avenue and in the summer in Lake Forest.

Mr. Wilson is a member of the Mid-Day and Hamilton clubs, Bonnie Brook, Olympia Fields and South Shore country clubs.

From office boy to head of a great real estate company within the span of twenty years is a record that is truly remarkable even in a city of very unusual achievements.

ADOLPH F. KRAMER

ONE CANNOT go searching for a new apartment in Chicago without encountering the firm name of Draper & Kramer neatly placarded in many and many a window. Indeed the company's main office at 35 N. Dearborn Street is the scene of a tremendous quantity of realty business. Adolph Kramer, partner of Arthur W. Draper in initiating this well-known concern, has seen it rise from small beginnings to an enviable eminence.

Adolph F. Kramer was born in Chicago on the eleventh of October, 1870. His father, Ferdinand Kramer, was a member of the firm of Kramer Bros. which did business in Chicago in the wholesale dry goods and furnishing lines before the great fire. His mother, the former Bertha Stein, was the daughter of Charles Stein, one of the early settlers of Chicago. He was a prominent merchant in the dry goods business, whose retail store was located on Lake Street, near State in the early fifties.

Adolph Kramer's early education was secured in the old Douglas School. Afterwards he attended the Chicago Manual Training School.

His first employment was obtained in the business of his father, Eisinger & Kramer, where he was employed at the imposing stipend of three and a half dollars a week. Next he worked for Schlesinger and Mayer, then one of Chicago's great department stores.

It was in 1893 that Mr. Kramer associated with Arthur Draper in launching the firm of Draper & Kramer. During the more than a third of a century that has passed since then the business has grown to large proportions, one of the leading concerns of its line. Mr. Kramer describes his present position as Vice-President and Secretary of Draper & Kramer, Inc., Mortgage Bankers.

During the term of 1920 to 1921 he was President of the Chicago Real Estate Board. He is a member of several organizations: that just mentioned, the Standard Club, the Ravisloe Country Club, the Western Specialty Clubs Association (of which he is president), the Bulldog Club of America (of which he is Governor), the Masons, the Chicago Trial Board of the American Kennel Club (of which he is chairman), and the Art Institute (life member). In politics he adheres to the Republican party. He is a member of the Chicago Sinai Congregation.

Mr. Kramer's favorite forms of recreation are golf, fishing, big game hunting, and breeding and showing English bulldogs. On November 1, 1899, Mr. Kramer was married to Miss Ray Friedberg, daughter of Cass and Laura Abeles Friedberg of Leavenworth, Kansas. The Kramers have two children, Ferdinand Kramer and Mrs. Laura Pollak.

Not only Mr. Kramer's intimate friends, but all who know him will testify that he is a fine type of a representative Chicago business man.

Not infrequently we read in novels of closely associated partners whose respective sons join forces to carry on the business. In real life, however, it seldom works out that way. But in the case of Draper & Kramer the unusual has come to pass, for Mr. Kramer's son Ferdinand and Mr. Draper's are both exceedingly active in the pursuits of the firm. It is a source of particular gratification to Mr. Kramer to realize that the name Kramer will be represented in the business even after his retirement.

Mr. Kramer devotes considerable of his time to the bond and mortgage business in which he is a prominent figure, and not a little time to the occupation which has been the source of so much violent enthusiasm and nerve-befrazzlement of the "tired business man"—golf. Mr. Kramer is an ardent devotee of the ancient Scottish game, and may be seen on the links at his country club on many and many a summer day earnestly battling with old Colonel Bogie.

LAWRENCE P. ROMANO

A REAL son of Chicago is Lawrence P. Romano, born here, educated here, and who is spending his life here building up Chicago into a city of homes.

He was born in Chicago on April 2, 1887, the son of John B. Romano, a private banker, and his wife Angeline. His father died when Lawrence was only four and a half years old, ever since which time he had to and did make his own way.

His grade school education he obtained in the parochial schools, after which he took the high school course at Joseph Medill High.

His youthful ambition was to become a world-famous athlete, and boxing is still one of his favorite diversions; but when it came time for him to earn his way in the world there seemed a better opening for him in a real estate office than in the roped arena or on the athletic field. So he went to work for a dealer in lands and houses.

It was while working for this realty firm that the youth first glimpsed the possibilities of obtaining easier living conditions for his fellow countrymen. He was of Italian descent, and his early years were spent in an Italian colony. Many of his neighbors, while hard-working and honest, and good citizens, were driven by lack of means to live in insanitary quarters, with only the necessities of life at their command. Sunshine and fresh air were denied them. Too often they were crowded together, large families in a few small rooms, illy ventilated in summer and poorly heated in winter.

Lawrence Romano learned well his lessons of the values and the best methods of handling realty, and in time founded a firm of his own. He is now known as the president of Lawrence P. Romano and Company, specializing in suburban property, on the North Shore, and in selling small modern homes to families of modest means and is now developing a large tract of land at Crawford and Marquette Blvd. for high grade apartments and business blocks.

His own early life, and the association of his father with families of Italian descent, made it easy for him to do missionary work among them. Every Italian family had known his father as their friend, a man whom they could trust with their savings and who always gave them sound advice on their investments. And they readily placed the same confidence in the son when he told them that a good citizen should own his home and pay taxes, and a good father should bring up his family under the best possible surroundings, where privacy, fresh air and sunshine were within the reach of every member.

Small houses, with gardens in the rear, sprang up like magic in the suburban districts, and it is not easy to estimate the service Mr. Romano has rendered his people, and through them Chicago and all its citizens, by his policies and the thorough manner in which he has carried them out. He has done a great work in assisting Chicago to assimilate the sons and daughters of Italy, teach them the spirit of America, and to realize that they are part of the city and the nation.

Mr. Romano married, on April 25, 1909, Miss Florence Muscato, daughter of Arthur and Maria Muscato of Chicago. Their children are John B., Loretta and Yolanda. They live at 1027 North Oak Park Avenue, Oak Park, Illinois.

Mr. Romano is a Republican and Roman Catholic.

He is a member of the Chicago Association of Commerce, Chicago Real Estate Board, Cook County Real Estate Board, Turtle Lake Country, Mohawk Country, La Salle, Illinois Athletic, Elks, and the Mid-West Athletic Clubs.

His friends know Mr. Romano as a generous, kindly, hospitable man, a delightful host and a valuable citizen.

Business rivals know him as a keen competitor, alert to close a good bargain, and uncanny in his faculty for avoiding bad ones, but who keeps his word with Spartan strictness when it is given.

SAMUEL K. MARKMAN

THE building of Chicago was not the result of a single purpose, nor of a single group of men. The metropolitan area is a great family of smaller communities that have been welded together by the great commercial advantages of the central city, and stand out prominently in each of these outlying communities that has grown up, independently at first, then as really a part of the great city. And the figure that stands out in Calumet—that center of great industry of shipping and railroads, of smoke and sweat and of great achievement—is Samuel K. Markman. He is one of the "fathers" of Calumet.

A few men in Chicago's history have stood high in general fields of activity. A few others have achieved greatness in specialized fields. Mr. Markman is one of the latter. Thinking, working, building and solving the industrial problems of his own district—Calumet.

Samuel K. Markman was born in Chicago, October 11, 1879, son of Charles and Julia Virginia Gallick Markman. He was educated in the public schools of the city and was graduated from the Chicago College of Law, taking the examinations and being admitted to practice immediately.

He went to work with the firm of Edward A. Rosenthal and continued in partnership practice until 1900, when he put up his own "shingle." He has practiced alone ever since—alone solving the intricate difficulties, the mazelike tangles of railroads and industries, attendant upon the upbuilding of the industrial area around Calumet.

In these days when so many cases of high financial import are settled out of court, the corporation lawyer's role is not so much that of the public hero as it has been in the past. But the presidents, chairmen and directors of these great industries know the important role played by their counsel, and it is on their authority that Mr. Markman is called the "father of Calumet."

The boulevards, the vistas of towers, the avenues of tree shaded mansions that are the Chicago area, depend on the smoke-hung, roaring, blazing workshops of modern industry and the profit of these workshops in turn depend upon the accuracy, the finesse of legal minds such as Markman's. In the last analysis, Mr. Markman is surely one of the builders of Chicago, for he is one of those who has cleared the paths through the jungles of legal tangle, for the onward march of Chicago industry.

Mr. Markman was married to Myrtle Strong, daughter of Mr. and Mrs. Charles Strong. The Markman home in Hinsdale for years has been a quiet, happy center of an old fashioned home life. The Markman children are Mrs. Allan Trask, Mrs. Pierre Couton, whose home is in Paris, France; Charlotte, Robert and Jane.

Mr. Markman is of the Jewish faith. He is still as active and as tireless in his activity as he was as a youth. His hand is still firm on the throbbing pulse of the great industries of Calumet and he finds little time for play, putting his entire energy into the great game of his business life. When time does afford an opportunity he enjoys a round of golf on the Hinsdale course. The quiet life of his home, shaded by great trees, removed from the bustle, and roar of his business life, is a pleasing interlude in the drama of modern industry that is his life story. He is a Republican in politics.

Mr. Markman is a man who has little leisure for club life but he is a member of the Hinsdale Golf club, the Hinsdale club, and the Midland club. Crowded as his life is, he takes time to throw his weight back of the cultural advancement of Chicago. He is a member of the Field Museum and a life member of the Art Institute of Chicago.

Samuel K. Markman is one of those makers of Chicago whose work has been done behind the scenes.

JOHN R. THOMPSON

"MILLIONAIRE restaurant owner, political leader, horse fancier and patron of arts." One summer day in 1893 a young man from Vermilion county and his bride were strolling down South State street. They had come to Chicago to see the big show, the World's Columbian exposition.

They drifted into a third-rate restaurant and sat down to a meal. It was anything but satisfactory.

"I can make better coffee than this," announced the customer.

"Maybe you want to try it," returned the proprietor sourly.

"Maybe I do—and will."

"Buy the place and maybe you can."

John R. Thompson, who had come to Chicago with a nest egg, looking for business opportunities, accepted the challenge. He bought the restaurant, and with this as a nucleus, established a chain of popular eating houses that in a single year served more than 53,000,000 meals.

Mr. Thompson was not above donning an apron and waiting on the first of the many million customers.

By the following year, Mr. Thompson had added two restaurants to the original and had started his famous chain of "one-arm chair" refectories which began to spring up not only in Chicago but in other cities throughout the United States.

And time came when he owned also a chain of seventy-one grocery stores, which he eventually disposed of to the National Tea company.

Mr. Thompson operated on the principal of small profits and quick turnover, and in this way accumulated millions.

Paradoxically enough, this country boy who had made his fortune out of pies, coffee and sandwiches, lived in an atmosphere of art, and derived his greatest pleasure from his Italian madonnas.

His was one of the most valuable private art collections in America. His Frans Hals' "The Merry Lute Player" was alone inventoried at $250,000. His Bellini was his favorite among his madonnas, which included canvases by Francesco Francia, Perugino Fintorrichio and other masters.

While he might have lived as a country gentleman at his beautiful Lake Forest estate, at his Libertyville farm, where he bred his splendid show horses, or at his farm in Vermilion county, his boyhood home, he preferred to enter public life, and after serving as Republican county committeeman, he filled a term as county treasurer, from 1907 to 1911.

Mr. Thompson withdrew from politics, but not from public life, as he retained his interest until his death in Chicago's civic affairs.

There was hardly a horse show in which his nominations did not receive blue ribbons, and he and Mrs. Thompson were familiar figures on the tanbark.

Mr. Thompson was born in 1865 and spent the first sixteen years of his life on his father's farm in Vermilion county. Graduating from the normal school, he opened a general store in Fithian, Ill., but sold out shortly after his marriage in 1891, and came to Chicago with an eye open for opportunity.

Mr. Thompson retired from active business life in 1925, appointing his only son, John R. Thompson, Jr., president of his restaurant enterprises.

But it was too late. He made a tour of Europe, but returned, his health impaired, and in the summer of 1927, died of heart disease at The Highlands, his Lake Forest estate. He was survived by Mrs. Thompson and three children, John R. Thompson, Jr., Mrs. W. David Owen and Mrs. Harry Thomas.

The name of John R. Thompson will live in the person of his son, who with the ideals established by his father, will continue to carry on the Thompson name and the great institution founded by John R. Thompson, Sr., and with the training he received and his father's example before him will with his own inherent ability succeed beyond any doubt.

PHILIP HENRICI

THE name of Henrici is almost if not quite as deeply engraved in the history of Chicago's social life—the life of sparkling after dinner parties, the life of quiet noon day chats sandwiched in between the turmoils of morning and afternoon business, the life of tasty and hearty dinners, as is the name of Dearborn on the scrolls of the city's physical life.

How many romances have had their initial impulse over some dainty laden Henrici table? How many big business deals have had their culmination after a hearty satisfying repast at the Henrici tables? How many great actors and actresses have been toasted around the Henrici tables? And how long will the Henrici atmosphere, the feeling of chummy intimacy, of dignity without stiffness, of true good taste, how long will that atmosphere be remembered by Chicagoans and handed down from generation to generation? No matter what change may come in the Henrici restaurant, Henrici's will always be Henrici's, and it will always be thought of lovingly by Chicagoans who appreciate just the right thing to eat at just the right time and in just the right surroundings.

The man who made Henrici's, Philip Henrici the elder, was born July 13, 1846, in Rhine Province, Germany. He was the son of Daniel and Theressa Blasser Henrici. He attended the public schools of Germany until he was thirteen, when he became an apprentice to his father, an expert miller. During the next three years he learned all there was to know about flour, what flour to use for certain results, as well as how to grind the grain. This knowledge was to be of inestimable value to young Mr. Henrici, for at sixteen, he felt the urge of new lands to conquer. And after a year of holding back, of sticking to his pace, he left his home and took passage for New York. That intimate knowledge of the uses of flour won him his first foothold in the new country.

He was employed by a fancy baker in New York and stayed there for a year, picking up still newer and more varied knowledge. Then he answered the call of new places still farther West and wended his way towards Chicago.

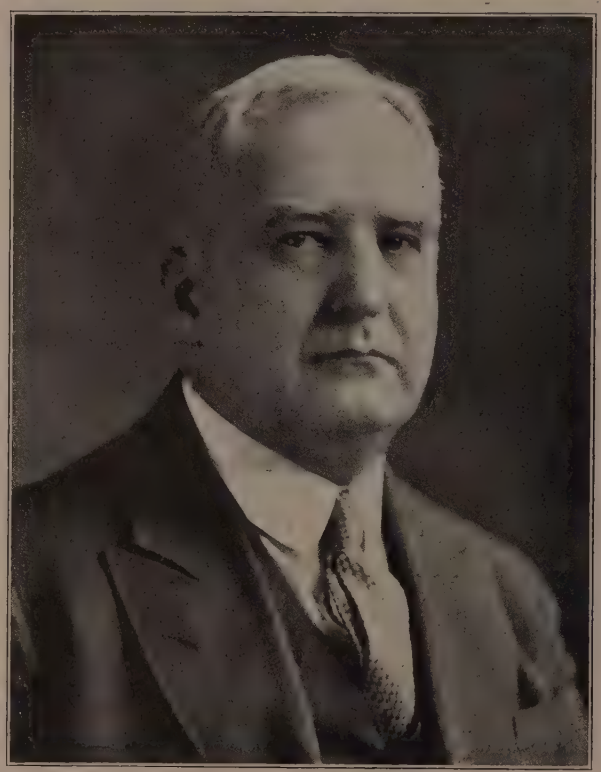
Philip Henrici's entrance into the "gastronomic" world of Chicago was auspicious. His first position here was as pastry cook in the old Briggs House, famous for its good food, as well as its hospitality. Later he went to the Revere House in the same capacity, producing dainties for the final touch to the meals of those hearty Chicagoans of the middle of the last century. But Philip Henrici had not come across the Atlantic Ocean to work for others. His was the ability in cooking, his was the understanding of true hospitality and of true taste and he sought a sphere of his own for the expression of these abilities.

So in 1869, the first Henrici establishment was opened at 71 State Street. It was the first coffee house, as such are known today, to appear in Chicago. It bore a touch of old worldliness that was strange to Chicagoans. But perhaps the young city was not ready for the venture. Perhaps Philip Henrici was a "prophet" a little ahead of his time, as are so many great men in every field. At any rate, Mr. Henrici had not made any sensational mark on the life of the city by the time the great fire put an end to everything he had built up. He was not for quitting though. After the ashes had cooled, he began business at 216 West Madison Street. The following years brought many changes and the success that should have been justly his from the beginning, met his efforts. The battle was won and Henrici's became an institution—the Henrici's that lives today. In 1873, the year of his establishment of his first successful restaurant, Philip Henrici married Anna Muhlke, daughter of John H. Muhlke, one of the first dry goods merchants in Chicago. The Henricis had four children: Philip D., Louisa, Anna and Charles.

PAUL SCHULZE

ONE can point to Paul Schulze to prove the theory that it is the busy man who can always find time to do one more thing. Mr. Schulze not only heads his own Paul Schulze Biscuit Company, but leads in the activities of many organizations, collects paintings and etchings, travels extensively and still has energy enough for his game of golf.

Paul Schulze was born in Osterode at the foot of the Hartz mountains of Germany on June 13, 1864. His father, Gustave Schulze, was a civil engineer. His mother's name before marriage was Henrietta Roeper.



He received a high school education in Germany, coming to America in 1883 when nineteen. He began earning his own money—the whole of ten dollars a month—as clerk in a grocery store at Big Stone City, South Dakota. After four years behind a grocery store counter, he went to a wholesale hardware firm in Minneapolis, and then to St. Paul as a book keeper for a flour concern. Four years of this and he became a representative of the Washburn-Crosby Flour Company of Minneapolis in Chicago.

Eighteen hundred ninety-one was an important year in Mr. Schulze's life—the one in which he moved to Chicago and in which he became a naturalized citizen. At the age of twenty-nine, two years after his arrival in Chicago as a bookkeeper, he organized and acted as president of the Schulze Baking Company, a firm which for twenty-eight years was important in the baking industry of nine cities. Mr. Schulze sold out in 1921 and bought the Quaker Biscuit Works and the McMahon Biscuit Company which were incorporated under the name of Paul Schulze Biscuit Company three years later.

The year after his location in Chicago on May 24, 1892, Mr. Schulze married Miss Ida Johl, whose parents were the Rev. Frank Johl and Louise Wagner Johl. The eldest son of the Schulze's gave up his life in the World War; another son, Milton, died in infancy. Their other children are Paul, Jr., Helen Louise (Mrs. Edgar F. Burch, Jr.), and Victor Hugo. Two sons, like their great-uncle in the Franco-Prussian War, were officers in the World War.

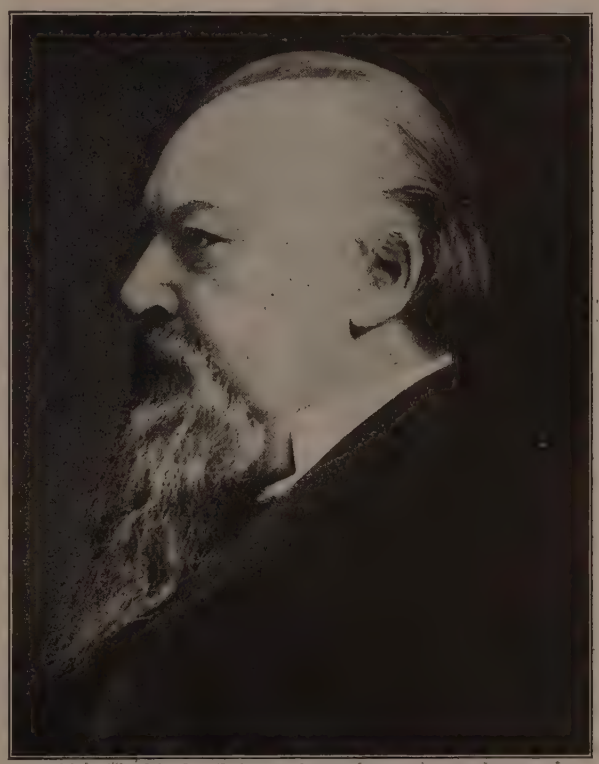
Following the life of Mr. Schulze when away from his business would take one to almost every State in the United States and to almost every European country as well as to Canada, Panama, Jamaica, and Cuba. But America has claimed his interest as wholeheartedly as his foreign travels, a fact proved by his active membership in the following clubs and organizations: Assn. Arts and Industries (v. p.), Municipal Art League of Chicago (pres.), Art Institute, Chicago (gov. mem.), Illinois and Chicago Historical Societies, Union League, Cliff Dwellers, Arts, Palette & Chisel, German, Skokie Country, Nat. Arts (N. Y.), Army Athletic Assn. (West Point, N. Y.). Representative of another side of the man is membership in the Bethany Evangelical Lutheran Church and his trusteeship of the Concordia Teachers College, River Forest, Ill.

One wonders how he finds time to keep up his interest in golf, read his favorite histories, biographies, and works on art, and still prove himself the connoisseur by his fine collection of paintings and etchings. Mr. Schulze is a man of imposing appearance, with a directness in his handling of people which explains in part his business success. He continues at the head of his firm, whose plant is located at 25 N. Green Street.

The manufacturers and purveyors of pure foods are certainly among the most important leaders of industry, real makers of Chicago. That is one of the reasons why, with Mr. Schulze's continued activities in the biscuit, cookie and cracker industry, Chicago is assured of one of its most necessary foods, just as its standards of leadership are secure in such a representative as Paul Schulze.

DR. JOHN EWALD SIEBEL

EVERYONE has courage of some kind but it takes pioneer courage to stand and proclaim an individual viewpoint in the face of age-old methods. Especially when we realize that Dr. John Ewald Siebel was modest to an extreme, that he had an actual dread of public acclaim are we able to appreciate what his activities meant. His nature was sincere and earnest, with a delightful vein of tenderness, cordiality and good fellowship for his fellow men. His knowledge was used in such a manner as to let others share in its advantages.



Hofcamp, Dusseldorf, Germany, is able to claim this man of science, who so assiduously cultivated his remarkable intellect. He was born on September 17, 1845. It was the year 1865 when Doctor Siebel came to America, and in 1870 he married Anna Regina Schaffer in Chicago. Five sons were born to help him carry on his work; they are Gustave J., Fred. P., Ewald H., John E. Siebel, and Emil A. Siebel.

Public works received much of his time and endeavor, and he worked not only for the city but for the country as well. His first public office was from 1869 to 1873 as designer for the Commission of Public Works. In quick succession he occupied the following offices: City and County Chemist, City Gas Inspector and Analyst, and Forensic Chemist, Cook County, 1868. In his private life he occupied the "Chair of Physics and Chemistry" at German High School, and Chief Chemist at Belcher's Sugar Refining Company. There were several technical publications in which he showed his extensive knowledge and training. Two of these are *The American Chemical Review*, the *Journal for the Spirit, Vinegar and Sugar Industry*. He was the writer and publisher of *Newtons Axiom Developed* (1868), *Preparation of Dialized Iron* (1869), and *Compend of Mechanical Refrigeration* (1895). He was recognized as the authority on this subject and also contributed to various newspapers and magazines.

Every great man creates one thing that keeps his name in the public eye. The Zymotechnic Institute of Technology is the outstanding achievement of Dr. Siebel. To this school he gave freely of his great store of learning, never sparing himself to make it a worthy fulfillment of his ideas. In 1882, in conjunction with his Institute he started a "Brewers' School." It was the first academic effort at practical brewing. Progress was slow and interest was not revived until 1901, when it assumed a different form. In 1901 Dr. Siebel became a director and remained as such until he retired in 1917, when he relinquished the rigors of his public activities.

Dr. Siebel was honored many times, in recognition of his works by distinguished scientific bodies and learned societies. Reputation is a shaky pinnacle, but Dr. Siebel was secure, for his fame in both the United States and Europe was built upon a sound base of accomplishment. Some of his many degrees include Ph. D., University of Berlin, 1865, Fellow A. A. A. S., member Chicago Academy of Science, and Honorary member of the American Society of Brewing Technology, and others. These impressive titles were conferred, not lightly, but in return for notable contributions to all important branches of chemistry.

In Dr. Siebel's later years he specialized in research work. His astounding versatility amazed even his associates. And even before his demise, under his keen mind, the structure of some of the previously accepted laws took on a different aspect. There is not any doubt that Dr. Siebel enjoyed the companionship of acquaintances and friends quite as much as the fascination of his scientific pursuits. He enjoyed a glass of beer and a rousing song at the "Stammtisch." He knew everyone. For each he had a cheery word that makes his memory not only lasting in science but in comradeship also. Dr. Siebel died December 20, 1919.

EMIL ALFRED SIEBEL

EMIL ALFRED SIEBEL is one of the living proofs that the personal element has not been taken entirely out of the industry by the substitution of great steam and electric driven factories for the artisan's tools. Upon the integrity, the careful weighing and accurate measuring of Emil A. Siebel, great industries, providing food and drink for Chicago's millions rely for protection. Years of experience have taught the directors of these industries that they can rest with complete confidence upon the judgment of Mr. Siebel. As consulting chemical engineer, he has aided many American institutions in successfully solving their industrial problems.

Emil Alfred Siebel, the son of Dr. J. E. Siebel, pioneer industrial chemist and chemical refrigeration expert, was born in Chicago, October 1, 1884, in a house at what then was 242 Burling Street. He attended grammar and high school here and during the summer months developed by concentrated effort an insight into problems of industry by outdoor work for large Chicago firms which were then in a period of great building and expansion. He later won his bachelor of science degree in both chemistry and engineering. But the major formative influence in his early years was his father. His great boyhood ambition was to become qualified in at least some branch of science in which his father had won fame.

Mr. Siebel, who has become such an important cog in the great industrial machine of Chicago, first "did his bit" in the industrial world during the summer of 1899 as an employee of the telephone construction department of the Western Electric Company. Eight years later, emerging from the preparatory years of his life to take up a definite place in the business scheme of things, he secured a post as engineer in the erecting department of the York Ice Machine Company. He had found a place to which he was particularly adapted by inclination and education. With his father's enthusiasm for chemistry he had combined a deep interest in physics and had served during his school days as laboratory assistant, planning and executing many physical experiments. After years of practical experience with the refrigerating and chemical industry he returned to the laboratory—this time with the Zymotechnic Institute, where he later was elected lecturer on physics, mathematics, thermodynamics and mechanical refrigeration.

In 1909 he became secretary of the Siebel Institute of Technology and filled that office until 1917, working during the same period with his father on the compend of mechanical refrigeration, on new experiments and on papers for the American Association for Advancement of Science.

During the conquest of the Prohibitionists he worked on the production of various beer-like beverages and in 1916 developed a successful process.

With his father and brothers he left the Institute in 1917. In that year he organized the firm of E. A. Siebel & Co., Analytical and consulting chemists and engineers for the food and beverage industries. The company equipped most complete analytical and research laboratories. In 1918 he developed a process for the production of a beverage of light alcoholic content that met the approval of the public and made it possible for a number of breweries to operate successfully under Prohibition. Like his father he contributes largely to Scientific papers.

Mr. Siebel married Edna May Klock in 1913. They have one son, Robert Vernon, fourteen years of age. He is a member of the Am. Chemical Society, Amer. Society of Refrigerating Engineers, Amer. Assn. of Refrigeration, a charter member of the Lake Shore Athletic Club, member Germania, Breakers Beach, Itasca and Middlebrook Country Clubs, and a director of the Addison Nat'l. Bank and the Addison National Securities Co.

MATHEUS GOTTFRIED

GERMANY, the birthplace of many eminent brewers, was the birthplace of Matheus Gottfried, who did indeed carry out the traditions of his native land, for he was foremost among the brewers of Chicago, and the owner of one of its largest breweries.

Matheus Gottfried was born at Sofheim, Duchy of Nassau, Germany, in 1822. His arrival in Chicago was in 1857, and he made it his home until his death on November 3, 1902. At the time of his death he had eighty full years to his credit. He was married in 1857 and much of his pleasure in life was derived from his family.

From a minor position at sixteen dollars a month in 1859, he advanced steadily to foremanship at fifty dollars per month. In the following year he decided that it was time for him to branch out for his own benefit; so in 1860 he formed a partnership with Peter Schoenhofen, and at 12th and Jefferson Streets they erected a small brewery. With his own knowledge and the helping hand of his partner they made a great success of the young business. To take further advantage of this fact, they built a large, new and modern brewery in 1862; on this same spot was afterwards built the Schoenhofen Brewery. Mr. Gottfried continued this partnership until it was dissolved, when he sold his interests to his partner, Mr. Schoenhofen. In 1870 he purchased the William Saladin Brewery, located at Archer and Stewart Avenues, which had been started in 1856. Mr. Gottfried kept this until 1882, and it did business under the name of Gottfried Brewing Company. It was during this period that his plant was among the largest in Chicago.

Immediately after selling out his share to his partner in 1867, Mr. Gottfried took his family and went back to Germany to spend many delightful weeks in travel. It was a tonic for him and had unlimited educational value for his family. After Mr. Gottfried's retirement his son, Carl M. Gottfried, and his son-in-law, John H. Weiss, took over the management of the business. Under their guiding hands it continued its previous successful growth.

Combined with his financial ability Mr. Gottfried had a very inventive mind; he was always experimenting on devices that had aroused his interest. Among many other things he was best known for his invention of pitching machines, that came into general use in America.

An outside diversion is always a necessary part of any man's life. It may be something in which he only is benefited and in which others have no interest. Mr. Gottfried's one hobby gave beauty in a large degree to all. Possessing a great fondness for outdoors, Mr. Gottfried chose Elkhart Lake, Wisconsin, for the site of his summer home. His residence here was among the lovely show places of the entire neighborhood, for on it he had lavished all his love for a beautiful home, and the result justified his efforts. The major portion of his time was spent on this estate, where he personally supervised the work of attending gardeners. Only the best of all available plants were secured, and with pleasing results, for in the summertime his stretch of velvety, smooth lawn was adorned with riotous bursts of color. His flowers were accorded honor by horticulturists. He called this estate Villa Gottfried; it was a hope of his to have his summer home resemble in a smaller way a part of Germany, transplanted, so he could relish the beauty of it.

Among the many brewers that have helped to make Chicago what it is, helped it grow and succeed, Mr. Gottfried will always be remembered as a willing, able worker. And the force of Mr. Gottfried's personality was expended not only in the physical growth of the city. He brought with him the heritage of a jovial old European culture which gave a delightful flavor to this new world mecca.

CHARLES JOSEPH VOPICKA

CHARLES JOSEPH VOPICKA was born on November 3, 1857 in Dolni Hbity, Bohemia, the son of Joseph and Barbara (Lacina) Vopicka. He attended a Prague business college until 1880 when he emigrated to the United States becoming a naturalized American citizen. In 1881 he engaged in the real estate and banking business with Otto Kubin. The concern prospered due to Mr. Vopicka's unusual ability, which later was responsible for a number of civic honors. He was a member of the West Park commission, 1894-7; the Chicago Board of Education, 1901-2 and 1927; the board of local improvements, 1902-4; and the Chicago charter convention, 1906. As a member of the West Park commission he suggested the building of the open air natatorium, the first to be erected in this country.

Mr. Vopicka was one of the organizers of the Atlas Brewing Co., later became president and manager, and is now a director of the concern. He was formerly director of the Kaspar State Bank, and the Illinois Manufacturers' Association; and is now president of the American Traders Corporation and director of the People's Stock Yards State Bank. He is also a member of the Chicago Athletic Association; and the South Shore, Iroquois, and Bohemia Clubs,—all of Chicago.

In 1883 Mr. Vopicka married Victoria Kubin, daughter of a Chicago organist. The Vopickas have six daughters;—Victoria (Mrs. Wm. H. Stevenson, Jr.), Elsie (Mrs. Edward M. Kralovec), Clara (Mrs. Jerome J. Schlesinger), Mildred (Mrs. Thomas J. Doyle, Jr.), Helen (Mrs. Gordon W. Dougherty), and Harriet (Mrs. Raymond D. Hockmuth.

On Sept. 11, 1913 Mr. Vopicka was appointed U. S. Minister to Roumania, Serbia, and Bulgaria. At the outbreak of the Great War, his duties, already difficult because of the conflicting interest of the three nations, became doubly exacting. For four years, as minister of the leading neutral nation, he acted as diplomatic representative of his own country, England, Italy, Germany, Russia, Serbia, Roumania, and Turkey. He secured the exchange of thousands of old men, women, and children between the belligerents; obtained better food, medical attention, and treatment in general of prisoners; inspected Serbian prison camps as chairman of an international commission; accelerated American relief work during typhus epidemics; and, after the war, forestalled a massacre of Roumanian Jews.

He delivered Germany and Turkey's ultimatum of war upon Roumania, September 4, 1916. Mr. Vopicka remained behind, protecting American and other foreign interests, when the Roumanian court fled to Jassy before the approach of the German army. Finally, he was forced to leave Bucharest because of the hostile attitude of the German commander, Gen. Von Mackensen. Returning to America via Berlin, he then proceeded, after the declaration of war against Germany, to Jassy, where it was his urgent appeal to a large force of Russians that postponed by two months their defection to the Allied cause.

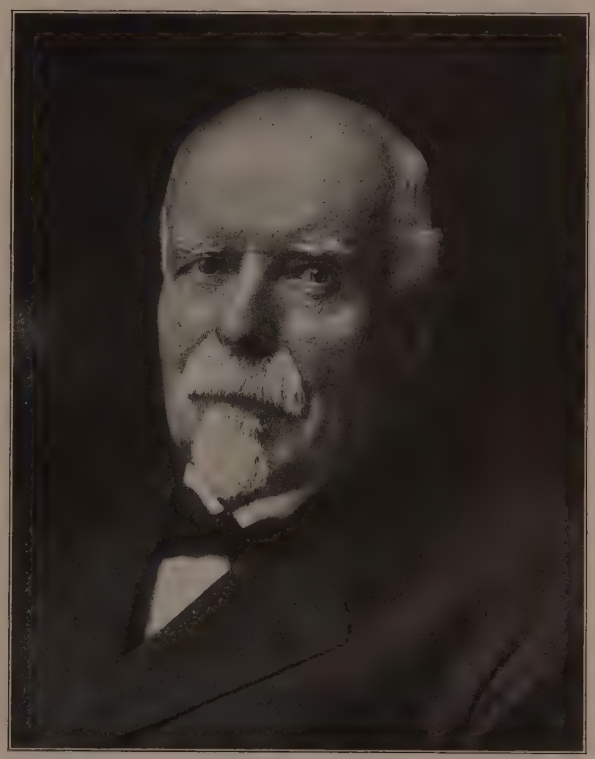
As dean of the diplomatic corps, he presented the Allied ultimatum to Roumania, requiring approval of the Roumanian-Austrian treaty, upon threat of cessation of diplomatic relations. Through the efforts of Mr. Vopicka and his colleagues, Roumania signed.

When he resigned his position in 1920, in appreciation of what he did for the Allies in general and especially for Roumania, he received the Roumanian order of Mare Cruce, from Serbia the Grand Cordon of the Order of the White Eagle, and from the Czecho-Slovak Republic the War Medal. After he retired he wrote the "Secrets of the Balkans," published in 1921. It is the all-too-modest record of a distinguished Chicagoan's services to his country.

JACOB BIRK

THROUGHOUT his entire career Jacob Birk was the personification of energy and integrity. From the first Mr. Birk took advantage of every opportunity that was opened to him. A young German lad of eighteen, he had as his only help his trade of harnessmaker when he came to the United States in May, 1855.

Mr. Birk was born in Trassingen, Wuertemberg, Germany, on September 21, 1835. He received a common school education and it was here that he was taught his trade. He was very proficient, for when eighteen he was a journeyman, only one step below a master. Mr. Birk was married in 1859 to Lena Welflin, who had come from Alsace-Lorraine when only a girl. Eight children comprised their household; they were William A., Edward J., Bertha, Amelia, Caroline, Minnie, Walter O., and Frank J. Mrs. Jacob Birk died on December 17, 1899.



After landing, young Jacob Birk secured work at his trade in New York City and in Bridgeport, Connecticut Eighteen months were profitably employed in these positions, but while he was working Jacob Birk was hearing of the untold possibilities of the new West. November, 1854, found him faring forth to secure, if possible, a few of its benefits. In 1858 he rose from journeyman to master and opened a shop of his own. It was a considerable venture because as the master he was now the independent entrepreneur instructing young boys himself. His shop paid so well that after a decade he wanted something different. To satisfy this ambition he took over the old Wheeling Hotel, becoming both owner and manager. This he conducted in his usual efficient manner

In 1882 Mr. Birk joined forces with Fred Wacker and Sons. Next to the Wacker malt house a brewery took shape. The Wacker and Birk Brewing Company was incorporated and started on its way to supplying Chicago and vicinity with beer and ale. Although the plant was sold in 1891 to the English Corporation that was known as the Chicago Breweries, Ltd., it carries on the old tradition and was for years one of the largest in the city. The corner of Desplaines and Indiana Streets still harbors the plant as it did years ago.

Undaunted by the competition of large corporations, Mr. Birk and his sons, William A. and Edward J., purchased the Corper and Nockin plant on Webster Avenue. With them, Mr. Birk formed a corporation known as the Birk Brothers Brewing Company. It is under this title that the business has been conducted ever since. Mr. Birk retired in 1895 from the cares and worries of an active business life, but retained a directorship in the firm. William was made president (but has since died), and Edward J., secretary of the Birk Brothers Brewing Company. It was their object to carry on the traditions handed down by their father, those of unswerving honesty, good quality and sincere effort to please. It was these qualities that Mr. Birk practiced to a great degree in his business, and it was these qualities that made him beloved among his many friends.

Mr. Birk never identified himself with any political party. During the Civil War without a doubt he was a staunch Republican. Although he was greatly interested, he took a keen delight, in both national and local issues and steadfastly remained independent. Aside from politics, he was for a great length of time identified with the Masonic Order. In this work there he showed the same qualities of character that were revealed in his business. St. Pauls Lutheran Church was his place of worship, along with his entire family. For recreation he enjoyed singing with the Orpheus Maennerchor.

The keynote of Jacob Birk's success in business was that typical pride he took in the products of his organization, a characteristic that won him the respect of all his associates. He died March 31, 1921.

WILLIAM A. BIRK

ONE of the men who literally grew up with Chicago from the days before the Great Fire until the great Electric Era was at its height, was William Andrew Birk, whose name is best remembered in connection with the great brewing firm bearing his name.

He was born in Chicago on November 11, 1860, almost exactly eleven years before the Great Fire. His father was Jacob Birk, his mother Magdalene Welflin Birk.

The father was a native of Germany, and in the fatherland had been an expert harness maker. He belonged to the old school of careful, patient, scrupulously honest workmen who turned out nothing but the best in whatever their line of endeavor. It was in 1854, seven years before the Civil War, that he came to Chicago and plied his trade, expanding as he made money and becoming proprietor of a hotel on West Lake Street.

He had learned something of the brewer's trade in Germany, and in 1881 he became associated with Fred Wacker, one of the real makers of Chicago, whose name will always be associated with the Chicago Plan Commission of which he was for many years permanent chairman.

In 1882 the elder Birk entered into partnership with the Wackers under the firm name of the Wacker and Birk Brewing Company. When the business was sold to an English syndicate in 1891, Jacob Birk and his two sons, William A. and Edward J., incorporated the Birk Brothers Brewing Company, and began the making of beer on their own account.

Into the making of beer went all the honesty, the thoroughness, scrupulous cleanliness and the pride in a good product which had marked the harness which old Jacob Birk used to turn out from his little shop. The plant was greatly enlarged when the Birks bought the entire brewery of Corper and Nockin and combined it with their own at Ward Street and Webster Avenue, their present location.

They made a remarkable success with their brewing venture. The reputation of the Birk family for sturdy honesty and clean products assured them an enormous trade from the first. Their name came to stand for high class beer and fair dealing, and riches poured in upon them. They continued to serve the people of Chicago, and of a larger and larger territory as their reputation spread, until the time when the government enacted sumptuary laws which forbade the brewing of beer.

Since then they have turned their energies into allied channels, and turn out soft drinks, refrigerated foods, and bottled goods of all kinds permitted under the law.

The education which enabled him to make a success in business was obtained by William Birk in the public schools of Chicago, supplemented by a course in the Bryant and Stratton Business College.

His first employment was with William P. Harvey on the Board of Trade, with whom he remained until 1882, when he joined his father and brother and the Wackers.

Mr. Birk was a man of much practical knowledge, and widely traveled. He had made trips all over the American continent, and was almost as familiar with European countries.

In politics he was a Democrat, though he never hesitated to vote for the nominee of another party if he thought him a better man.

He was a member of St. Pauls Church, at Orchard Street and Fullerton Avenue.

His favorite clubs were the Germania, the Chicago Athletic and the North Side. He was also a member of the Germania Maennerchor, and of a Masonic lodge.

He remained president of Birk Brothers until his death, when he was succeeded by his younger brother, Edward. He died June 11, 1917.

EDWARD JACOB BIRK

HE MIGHT be termed one of the "younger pioneers" of Chicago, Edward Jacob Birk, because he was born here in the year 1867, and has lived here all his life, carrying on the traditions of his father who was a real pioneer, and helping to build up the Chicago of today.

He was born on April 2, 1867, the son of Jacob Birk and Magdalene Welflin Birk. He was educated in the public schools of Chicago—first the Scammon grade school, then the Madison Junior High School, later St. Ignatius College at the corner of Twelfth Street and Blue Island Avenue, and finally a commercial course at the business college of Bryant and Stratton. This last course he took on the advice of Ernest R. Hamill, then of the firm of Hamill and Laskey.

When young Birk had finished his schooling he got a job at thirty dollars a month, and considered that he was well situated.

The elder Birk had in early life been a harness maker—one of the competent, honest, dependable German workmen whose handicraft was almost an art. But when he came to Chicago he found a field for his intimate knowledge of the brewing business, and started in to make good beer for Chicago. For a long time the firm name was Wacker and Birk, the senior member being Charles H. Wacker, that sterling citizen whose name is indissolubly bound up with the Chicago Plan Commission and the direct growth of the city in its physical aspects.

Young Birk of course learned all the aspects of the brewery trade, and presently—when he was twenty-one years of age—he entered the employ of the Buffalo Brewing Company, and went to Sacramento, California, as agent for that firm.

Later he entered the employ of the Hardt Brewing Company, and learned still more of the business transactions involved in the trade.

In 1891, when he was twenty-four years of age, with his older brother William, he bought out the brewing firm of Corper and Nockin, whose plant was at Ward Street and Webster Avenue, and entered on a business career of their own. The firm continued to serve Chicago, and built up a name for superior goods and honest value, which still endears Birks Brothers to the memories of the citizens of those days.

When the sumptuary laws of the country and the state forbade further manufacture of beer, the Birks turned their attention to other products, and have continued in the public favor. Edward Jacob Birk is still president of Birk Brothers, Incorporated.

Among those who know him, Mr. Birk is one of the most popular of men. Born and brought up in Chicago, he has a personal acquaintance of almost every man of business importance in the city. He loves an active life, and among his hobbies are dancing, horse racing, bowling, swimming, billiards. Also he is a baseball enthusiast, and an eager attendant at boxing matches.

In religion, Mr. Birk is a Protestant, a member of St. Pauls Church at Orchard and Fullerton Avenue. In politics he inclines to the Democratic doctrine, though he calls himself a free lance, and votes independently.

He is open-handed in his charities, but never ostentatious. He gives freely of his means, especially to the hospitals. The ones he most favors are the Grant Hospital and the Alexian Brothers.

He is married, and has one son, William J. Birk.

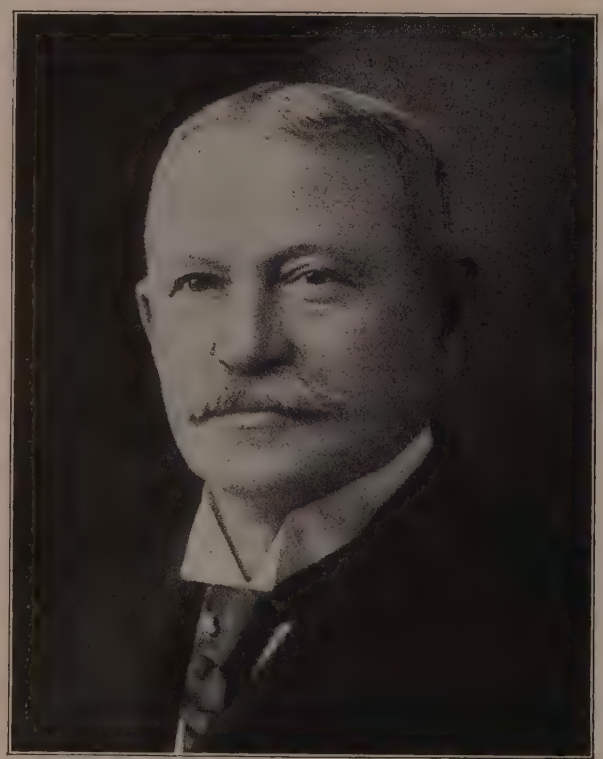
The influence of a man like Edward Birk on the social life of Chicago is not easily estimated. All his life he has been an apostle of good cheer, a genial optimist rather than the pessimist.

Withal he has been a good man of business, cherishing a reputation for honest and upright dealing.

His philosophy of life has brought him a blithe heart with which to enjoy it, and a spirit of camaraderie which lets his friends also enjoy life.

MOSES BENSINGER

MOSES BENSINGER not only began at the bottom and climbed to the topmost peak of his chosen industry, but arriving there felt the peak could be made higher still and despite the opposition of a board of directors increased and revitalized a big business to the benefit of himself and those who opposed him. He brought to a Chicago industry world pre-eminence in its lines of activity. The secret of his organizing ability was his good will to all men and his innate joviality. His name stands out among those of a generation of great builders.



Moses Bensinger began as a traveling salesman for a moderately large concern. At the time of his death he was president of the company which, chiefly through his efforts, had extended its offices to nearly every large city in the civilized world. The Brunswick-Balke-Collender Company of which he was president had main offices in Chicago, Cincinnati and New York with branches in all the principal cities of the United States, France, Germany, Canada and Mexico.

Moses Bensinger was born in Louisville, Kentucky, August 17, 1839. After a meager education he began his career as a jeweler's apprentice and continued in the trade until he was 30 when he entered the employ of the company with which his rise was to become an outdoer of fiction. In that year he became a traveling salesman for J. M. Brunswick, pioneer manufacturer of billiard and pool tables, of Chicago and Cincinnati. The rare combination of geniality and unresting aggressiveness, won him first the attention and then the admiration of the head of the company and before many years he was the practical head of the organization himself. Through his business insight—it was the age of combinations, but it was early in that era—and his ability to organize warring elements into a harmonious whole, he induced the rival house of Julius Balke of Cincinnati to join forces with his company under the corporate name of J. M. Brunswick & Balke. Industry and vigor had brought financial rewards, for Mr. Bensinger became a member of the re-organized companies and became head of the home office of the company in Chicago. But Mr. Bensinger was not content with his laurels. The H. W. Collender Company of New York was a dangerous rival in the trade and the organizer went to work on it. Accordingly, the new corporation of Brunswick-Balke-Collender Company was formed in 1884.

Each of the partners whose name appeared on the firm letterhead was in turn president of the new corporation and upon the death of Mr. Collender, Mr. Bensinger was unanimously chosen president—a post which he held with active management until his death. But Moses Bensinger was not a man to rest easy, even with opposition out of the way. He saw business could be increased with a little enlargement. He overruled the objections of many of the board of directors and during his tenure of office as president increased the output of the company by more than four times what it was when he assumed control.

The abbreviated story of Moses Bensinger made necessary by limited space reads like a smooth upward climb. But there were obstacles that might have stopped a less persistent man. The secret of his success was the indomitable will and unbreakable good nature of Moses Bensinger.

Mr. Bensinger was married to Eleanora, one of the daughters of J. M. Brunswick, in 1865. Of their three children one was a boy, B. E. Bensinger, who succeeded his father as president of the great industrial machine the latter had done so much to build up.

Moses Bensinger took a pardonable pride in the knowledge that his son was sure to carry on the traditions of this institution.

Mr. Bensinger was a member of the Chicago Athletic and Standard Clubs. He died October 14, 1904.

WILLIAM H. REHM

WILLIAM H. REHM is another of the second generation of men powerful in Chicago who have taken the advantageous position afforded by the success of their parents, conducted their financial affairs with marked success, and given in addition, to the city the touch of real culture that the elder generation was too busy pioneering to acquire.

William H. Rehm was born in Chicago, June 29, 1866, to Jacob and Philippina Rehm. His father, the picturesque brewer and organizer of Lincoln Park, as well as the chief of police under Medill, gave him every advantage that he, Jacob, had been denied by poverty. After early training in the public schools, William was sent to Europe where he studied five years in the gymnasiums at Sondershausen and Arnstadt.

The music of his people, stifled in the too demanding life of his father, came out in William. As a youth he was passionately fond of music and studied the violin. He composed for the violin and also for orchestra. This deep interest in music pervaded his entire life and he has always been one of the patrons of music in the city. But harmony and notes did not comprise his entire youthful training, for at the age of 24 he had become secretary to the National Brewing Company at the princely salary of $300 a month, and it was not merely his father's interest in the boy that accounted for this. The post was one that demanded good business sense and hard work. Young Rehm filled it perfectly. In 1896 he purchased the National Brewery Company outright, and from that time on directed its affairs.

But his was not a temperament to be bound down to the wheel of commerce, no matter how romantic big business might appear. His five youthful years in Europe had implanted a love for the old land in his heart and through his entire life he has made it a point to make an extended trip abroad every second year.

With his music, Mr. Rehm has cherished a love for the German classics of literature and for William Shakespeare. His leisure hours, and he demands them, are spent for the most part in his library when he is not in the open. He shared in youth his father's love for good horses, and in addition was an enthusiastic tennis player. Golf has taken the place of the latter now.

Rehm was married June 14, 1899, to Clara Hotz, daughter of Christoph and Catherine Schuttler Hotz. Their one daughter, Catherine, is now Mrs. John S. Coonley.

Rehm also shared his father's desire to put the advantages of happiness as much as possible at the hands of his fellow citizens and during the administration of Governor Dunne was a member of the Lincoln Park Board. He was one of the organizers of the Civic Music Association, which fosters chamber music at reasonable prices.

The career in business which had so auspiciously begun was not stopped by the advent of prohibition. For Rehm transferred his money, his energy and his good business head to other lines. He is president of the Kleen Heat Company, and a director in the Continental and Commercial National Bank and the Cosmopolitan State Bank.

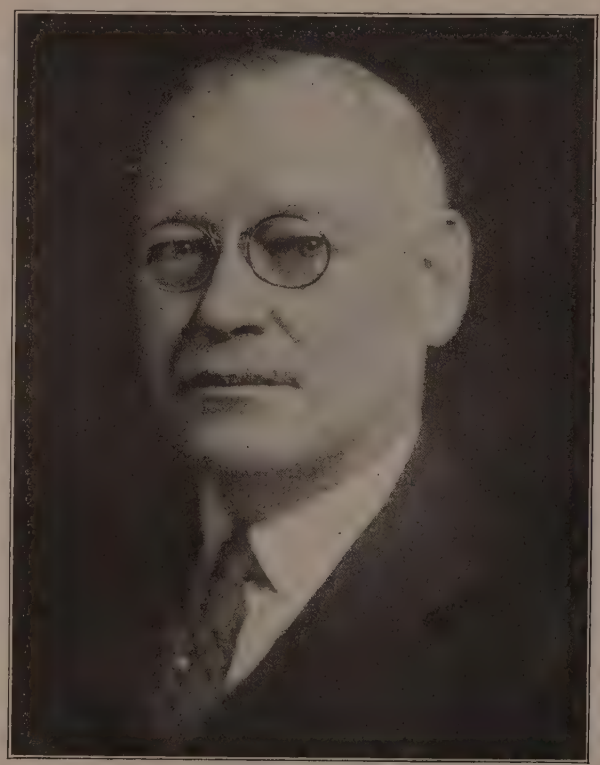
Surely the father and mother who brought Jacob Rehm to America had dreamed dreams of the new land of equal opportunity for all, but they scarcely could have conceived the place their son and their grandson would occupy in the great new city of the new land nor the avenues of development that would be opened to their son and grandson by the wealth harvested in the country to which they had come.

The rise of the Rehm family is as true a romance as could be written on paper and it is as truly American as any story could be for it is the concrete example of what the founders of America meant when they referred to the doctrine that all men are created free and equal.

BENJAMIN EDWARD BENSINGER

THE quality of vision it is that differentiates the architect from the carpenter, the civil engineer from the ditch digger. At any rate, vision, coupled with perseverance, is the source of the world's progress, and men such as Benjamin E. Bensinger, with the gift of seeing far beyond the ordinary horizon, are the real builders of the cities they live in.

It was January 4, 1868, that Benjamin Bensinger was born to Moses and Eleanor (Brunswick) Bensinger at Louisville, Ky., and it was at Louisville that Mr. Bensinger received most of his education. After coming to Chicago at the age of seventeen, he attended the Moseley public school and later the South Division high school, upon the completion of which he took a short commercial course at the Bryant and Stratton Business College. From his earliest studies he manifested an unusual grasp of practical affairs of the day.



His academic work over, Mr. Bensinger took a position with the Brunswick-Balke-Collender Company as office boy, starting at the very bottom. During the three years he remained with the company he was careful to observe all that went on around him until, when he joined the Bensinger Self-adding Cash Register Company, of which his father was president, he had considerable knowledge of busines methods of the day.

In 1890 the Bensinger Self-adding Cash Register Company retired, and Benjamin Bensinger found himself once more with the firm which had first employed him. So earnest was he and so untiringly did he labor that he was promoted rapidly in the organization. His keen business sense and his foresight won the confidence of his fellow-workers and superiors, and in 1903 the Board of Directors of the Brunswick-Balke-Collender Company elected him first vice-president. In this capacity he was able to exert more influence in the management of affairs, and when, scarcely a year later, his father passed away and he was made president of the company, he had built a sure foundation for leadership.

Benjamin Bensinger now had a family of his own, having married Miss Rose Frank of Chicago in 1896. Delighting in travel, he took his family on many trips abroad and supervised with great care his children's education.

When Mr. Bensinger took charge of the Brunswick-Balke-Collender Company, the concern was the largest manufacturer in the world of billiard and pocket tables, bowling supplies, bar fixtures, refrigerators and general cabinet work, with factories located in the largest cities of the United States. But the company was destined to make an even greater name for itself under the new direction, for in a short space of time it had begun the manufacture of phonographs, and as the popularity of this pleasure-device grew, the company's profits grew accordingly. To-day, Brunswick (phonographs) Panatropes, records and radios are synonyms for a high standard of perfection in workmanship and tone quality, reputation largely due to the vision of the president.

In politics Mr. Bensinger is a Republican.

While maintaining his office at 623 S. Wabash Ave., Mr. Bensinger has lived for many years in Glencoe, his home there being one of the loveliest and most hospitable in the suburbs. His two sons, Robert Frank and Benjamin Edward, Jr., are associated with him in business, and the elder is already an official of the company.

Golf and motoring are the favorite diversions of the Bensinger family. He has been connected with the Associated Jewish Charities since a young man; in 1917 he acted as president, displaying the same energy in conducting its affairs as he used in his own business.

The City, Collegiate, Illinois Athletic, Standard Club and Lake Shore Country Clubs all claim Mr. Bensinger as a member.

JOSEPH THEURER

JOSEPH THEURER, jovial, good fellow carried through the years of his life—a life that reads like the pages of a boy's story book—the good will of all those who came in contact with him in business and in social gatherings. He started in Chicago as apprentice. Before his death he was President of one of America's largest and favorite brewing plants. The impressive Schoenhofen establishment and the Theurer residence in Diversey Parkway both bear memorials of his genial influence.

Born in Philadelphia May 25, 1852, the son of Christian Theurer, Joseph came to Chicago at the age of 17 and apprenticed himself to Adam Baierle and K. G. Schmidt to learn the brewing business. Two years later he was ready to start for himself, having taken in everything his eyes could learn and stored it in his eager mind.

But the Chicago fire interfered with his ambitions, destroying the plant of his employers, the Huck Brewery, and sending him back to Philadelphia for a year.

Theurer came back in the fall of 1872 for three years with Barthomlae & Leicht's. A season at the Clybourn Avenue plant of F. Wacker & Company in the malt business followed and again he returned to Philadelphia, this time for five years.

By 1880 Mr. Theurer had definitely chosen the Middle West as his home and returned to Chicago to stay. He was made in that year vice president and general manager of the Peter Schoenhofen Brewing Company, whose name is familiar to thousands all over the country.

That year, too, he married Emma Schoenhofen, eldest daughter of the president of his firm. Upon the death of his father-in-law in 1893, Mr. Theurer took the helm of the company as president and managed it until his death.

Joseph Theurer's interests continued to grow. He became president of the American Brewers' Association and obtained a seat on the Chicago Board of Trade. But his early life had been harried with the urge of his youthful ambitions and with a brilliant business record at his back, a fortune won, a happy family of two boys and two girls, he turned to recreation and an interest in civic affairs that his natural good fellowship had always prompted.

His position was one of influence and esteem among German-Americans of Chicago and he was active in their club life. He was repeatedly urged to enter politics but always replied with his hearty smile that a business producing a quarter million barrels a year was enough to keep any man busy.

Keeping an ever-watchful eye on his business and keeping warm his contacts in his German and American clubs, Mr. Theurer in later years treated himself to his life ambition.

He traveled extensively in Europe finding the thrill that many find in play by studying business processes and conditions there and making comparisons with those in America, where he had carved his name as one of the makers of big business.

Motoring in his later years fascinated him. He would embark in his comfortable car and set out on short jaunts and long journeys with the same eager anticipation and would always return to his wife and family brim full with the joy of his adventures.

It is so often said of a man "everybody is his friend" that it seems somewhat of a platitude to make the remark. In the case of Joseph Theurer, however, one may say it in all truth. Not only was "everybody his friend" but he was a "friend to everybody." Whether in personal or business relations, Joseph Theurer was ever ready to lend a helping hand, to smooth over a difficulty, to be the life of the party and to delight in acting as the perfect host. His greatest pleasure was in giving pleasure to others.

He died May 14, 1913, with his affairs at the height of their career and with a warm place in the hearts of those who knew him.

DAVID COPLAND

DAVID COPLAND was born in Prussia September 23, 1874, the son of Morris I. and Ida Copland. His male ancestors for many generations were Rabbis and from them he has probably inherited the perseverance, studious application and integrity of mind and spirit which have characterized his career.

In 1882 Mr. Copland's parents came to America with glorious dreams of this new and fair land. They were not richly endowed with worldly goods but in accordance with the traditions of their race and their ancestors they denied themselves material comforts in order to provide for their children's education. He went through grammar school and one year of high school, before necessity drove him into the business world. His dream of becoming a lawyer had to be discarded, and seeking employment that would bring in immediate returns he procured a position with the Lake Erie and Western Railroad as a stenographer for $30 a month, furnishing his own machine.

In 1893, David, then 18 years of age, came alone to Chicago from Indianapolis, believing that in this new and energetic City of the West he would find the opportunity he was seeking. He again found employment as a stenographer in the Transportation Department of the Illinois Central Railroad Company at $60 a month, a respectable wage at that time, and remained with that Railroad until the General American Tank Car Corporation was organized in 1902, when he became "its original and only employe," a title of which he is more proud than of any title that has since been conferred upon him.

From that time on, Mr. Copland's rise in the business world has been rapid and assured and has kept pace with the rise and development of his Company. Even while he continued to work at his typewriter, the vision of the future of the tank car business was ever present with him and he mastered all the details of that business. His industry, capacity and foresight were soon realized by the Company and he was made the Company's First Vice-president. In that position he has been invaluable to the continued development and success of his Company. His friends in the oil industry are innumerable and he is recognized by friends and competitors as one of the best informed authorities in the country on all problems relating to transportation of oils and liquids.

Mr. Copland was married May 2, 1904, to Mildred Fleischer, daughter of Isadore and Fannie Fleischer, of Cincinnati. They have two daughters, Marjorie (now Mrs. Baum) and Phyllis. Mr. Copland, modest with respect to his own achievements is justifiably proud of his family. Marjorie graduated in 1927 from Wellesley College with highest honors, including the Durant scholarship, a highly coveted prize, and membership in Phi Beta Kappa. The younger sister Phyllis is also establishing a a very high record of schedule.

Mr. Copland is a Republican in politics; member of the Standard Club, Midland Club, Traffic and Idlewild Country Clubs and a Mason. His avocations are literature, golf and bridge. He is distinguished for his hospitality and geniality as a host and for his splendid sportsmanship.

Mr. Copland is a man who firmly stands by his convictions. It is this quality of forming a decision and then resolutely acting upon it which has largely accounted for his business success. His willingness to help a friend, too, is one of his salient attributes.

Mr. Copland is primarily a man of the business world but his interest in matters political, social and philanthropic is deep and intense. He is a devoted citizen of Chicago, and has unbounded faith in the city of his adoption the future metropolis of the world.

ROBERT MANDEL

FROM State Street to Wabash Avenue on Madison Street there is a permanent monument, "The Mandel Brothers' Store," a lasting memorial to their father, for the Mandel boys went into the business and during increasing competition they have further established their name for excellent quality of merchandise and the policy of good will among Chicago residents. From a young firm they have created one of Chicago's great mercantile establishments.

It is an interesting fact that one of the men who have helped to build the city was a native Chicagoan. Many merchant princes have migrated from the east or other parts of the world, but Robert Mandel was born in Chicago on July 16, 1871, the son of Leon and Isabelle Mandel. When he was 32 he married Stella Kaufman of Dubuque, Iowa. This was in 1903, and they have no children.

His education extended over quite a few years. Nine were divided between the public schools of New York and Chicago; then for six more years he was placed in private schools. Further to broaden his general knowledge he spent one year in Paris. Upon returning to this country, Robert Mandel decided it would not be amiss to learn something of modern business methods. To do this he studied for another year at a business college in New York City and then was ready for work; but realizing his lack of knowledge of his father's firm, he elected to begin at the bottom and work as an ordinary employee.

On the first day of May, 1889, Robert Mandel entered his father's employ as a stock-boy. For his services he was paid two dollars a week, but he was not destined to remain in that job. Steadily advancing, he has held every position from a stock-boy to salesman, assistant buyer, buyer, foreign buyer, assistant superintendent, general manager and director in 1899-1914, and since that time he has been vice-president of the Mandel Brothers' Corporation. It is very self-evident that Mr. Mandel is well equipped to cope with any situation that could possibly arise. He knows all sides of the mechanical end of the business and he has the power to use the machinery which operates the well-conducted store that bears the family name. As buyer he has made two or three trips abroad every year. This continued for twelve years, giving him a very good conception of mercantile conditions in other countries and the different qualities of goods produced in Europe; thus he was able to compare them with American goods and value them accordingly. Mandel's have profited by the experience and lessons, while taking his post-graduate course through the store departments.

Golf and horses form his favorite outdoor sports. Mr. Mandel is a golf enthusiast and enjoys a good game with various friends, while his appreciation of good horses shows him to be a sportsman of the first water.

Mr. Mandel, although not an ardent clubman, has memberships in three well-known clubs. They are the Standard, Lake Shore Country and the Collegiate, where he is heartily welcomed whenever he is able to take time from his work and wishes to come in contact with his friends. But as his associates know, Mr. Mandel makes it a policy of allowing nothing to come before his business.

Due to his personal experience in all the varied ramifications of the store, Mr. Mandel has a very clear picture of working conditions, and it is his pride to know that the employees, as well as the patrons of the store, receive the kind of treatment that makes for genuine loyalty.

Prominent among Mr. Mandel's many admirable traits is the respect, amounting to real veneration, in which he holds his precursor as chief of the great State Street store—his father. The elder Mandel's high principles of business conduct have been followed out by his son with a fidelity that is reflected in the esteem in which Mr. Mandel is held, not only by associates, but by his competitors as well.

CHARLES NETCHER, JR.

THE color, the bustle, the crowds that make Chicago's State Street, are the life of Charles Netcher, president of the Boston Store. Capable, quiet, energetic, he is one of the city's great men, who live out the golden conclusion of the pioneer dreams of their forefathers. But when a business woman of Mollie Netcher Newbury's caliber selects her son to take active charge of a business she has made one of the greatest romances of a romantic city, it is certain that son is a business man of rare ability himself.

Charles Netcher was born in Chicago April 11, 1892, the World's Columbian year. His young mother was just entering into the life of the matron of money, the city was just expanding under the warmth of its new-won culture, and the Netcher fortunes were rising for the father had just gained complete ownership of the great merchandising institution identified with the Netcher name.

Truly the stars were propitious when young Charles Netcher was born. He was given everything that money and the attentions of a devoted and energetic mother could give. Young Charles was attending the Harvard school in Chicago when his father died. With the eager curiosity of a 12-year-old lad of fine mental endowment, he must have watched his mother step into the place left vacant by his father's death. And during the following years at Oxford school in Chicago and Sheffield Scientific school of Yale, his heart must have swelled with pride as his mother met on equal terms with the business giants of her day and came out, more often than not, the victor.

Back from college, Charles was eager to take part in the magic-like romance of business his mother had created. He entered the office of the store, but the World War came. He answered immediately and was in military service until early in 1919.

Back in Chicago, he returned to the work his mother had cut out for him and did it so well that she was able to relax her hold a bit and retire to the comparative quiet of the chairmanship of the board while her son became president of the company, and took active charge of the work.

On February 5, 1919, Charles Netcher was married to Gladys Oliver, daughter of Walter D. Oliver, real estate broker, in one of the social events of the season. The ceremony united two of the city's foremost families. The Netchers are seen much in society. The taste of their home and its furnishings is famous. They have two daughters, Francice and Mollie, and the family life at 40 East Burton Place, is one of the joys of Mr. Netcher and his mother, who is a frequent visitor.

Mr. Netcher, active since boyhood, has retained a keen interest in athletics. He is a member of the Illinois Athletic, Olympia Fields Country and Glen Oak Country Clubs.

The war created an interest in aeronautics. He brought it into civil life with him and has done much to advance the public's knowledge of airplanes. The Airplane Exposition at the Boston Store in 1928 won national as well as local interest.

The son of pioneers who expended the major force of their lives in building a family fortune in which he shares, and in building a great business institution, the direction of which is falling on his shoulders, Charles Netcher has been able to devote more of his time to the aesthetic side of existence. He has done much for the city in the way of painting and sculpture. He is a life member of the Chicago Art Institute.

The city's life pulses through the great "heart" of the circulating system at State and Madison Streets. Throngs, ever different, ever the same, changing yet repeating, crowd past, jostle one another and take bumps with good humored tolerance. Above that crowd rises an institution, the life work of a family. At the head of the organization sits Charles Netcher, faithful to the trust of his great mother.

BERTRAM J. CAHN

FEW of our local institutions have carried the name of Chicago over a longer period of time, to every part of our land, to a greater extent than the House of Kuppenheimer. For more than half a century it has been producing and nationally advertising good clothes for men, which have been worn by thousands of men in every state of our country, and yet the name and personality of the "man behind the scenes", who is perhaps most intimately associated with the direction of the affairs of the company, is little known to the public. Modesty and close application to work is undoubtedly responsible, but beyond that lies the policy of the institution to be known by its national brand.

The Chairman of the Board of B. Kuppenheimer & Co., Inc., is a native Chicagoan. He was born November 10, 1875, the son of Joseph and Miriam Schwab Cahn. His father, who came to Chicago in the early fifties, was one of the pioneers in the production of men's clothing; in those days when the ready-to-wear clothing industry was in its infancy, he was outstanding among the men responsible for its development to the huge size it occupies in these days. The firm of Cahn, Wampold & Company, his father's firm, is a name remembered with pride by many early Chicagoans.

Bertram attended the Douglas Public School, and the Chicago Manual Training School. In the year 1890 he entered Dr. Sachs preparatory school in New York City, where he prepared for, and entered Yale College in 1892, receiving his A. B. there in 1896. He then returned to Chicago and entered Northwestern Law School. He graduated and received his LL. B. in 1899. He was at that time admitted to the Illinois Bar, and practiced law in Chicago for fifteen years, specializing in the law of real estate, and probate administration, gaining a considerable reputation for his knowledge in those branches of the law.

As so frequently happens in the development of American industry, the drafting of the legal mind to share the responsibilities in the direction of industry, about the year 1914 he was requested to join the Company in which he has been since associated. He first became Secretary and Treasurer of B. Kuppenheimer & Company, later Vice President, and in 1926 was appointed Chairman of the Board, which position he holds today.

Mr. Cahn has frequently been asked whether he found it difficult to span the gap between the practice of law and manufacturing, in which he has been successfully engaged, and his answer is that the same principles are in operation, both in law and in business. Legal training is a development of the mind, and he believes that the study of law therefore affords the best foundation for a business career. Mental training is highly essential for grasping the many intricate problems of industry, and arriving at satisfactory solutions. The ability to understand and analyze conditions, then reach a decision and determine upon a course of operation, he regards as indispensable to the successful management of any big business.

Mr. Cahn is a member of the Chicago Crime Commission, the Chicago Zoological Society, the Chicago Ethical Society, the Chicago Historical Society, the Field Museum, Citizens Association, a life member of the Art Institute, a Law Alumni Trustee and Associate of Northwestern University, a member of the Rotary Club of Chicago, and other clubs.

On November 5, 1907, he was married to Irma B. Kuppenheimer, a daughter of Jonas Kuppenheimer, and has a son Bertram, Jr., and two daughters, Betty and Anabel. He has traveled extensively in Italy, France, Scotland and England.

Bertram J. Cahn has made a distinct contribution to the economic structure of Chicago. He has been one of the stalwart business men of Chicago that have stood for civic uprightness and have insisted upon it.

HENRY C. LYTTON

THAT great institution standing at the corner of State and Jackson Streets and called Henry C. Lytton & Sons is a superb proof of the fact that America is truly a land of opportunity. For Henry C. Lytton, the man that founded the firm, rose from the lowest rank to the highest, errand boy to State Street merchant.

Mr. Lytton was born in New York City on July 13, 1846 of English parentage. His father was a shirt manufacturer. At the age of fourteen he graduated from public school and entered the college of the city of New York, but after a year of "higher education" Mr. Lytton decided he had had enough. The call of commerce was strong, and he lent a willing ear. His debut in the field of finance was as errand boy at the stipend of fifty cents a week.

The story of his early business career reads almost like a treatise on How To Succeed. Every day he walked from his home in Bleecker Street to his place of employment in Nassau Street, taking his lunch with him, and saving the larger part of his weekly wage. It was not the amount saved—it cannot have been a very impressive sum—but the sterling principle that it suggested which proved so valuable. Ever since those early days Mr. Lytton has laid by a portion of his income, setting a splendid example for his associates and employees.

From his errand boy job his rise was sure and rapid. He became an entry clerk in a wholesale dry goods store at eight dollars a week. Next he accepted a position in a large retail clothing house in St. Louis where he spent three years. It was at this position that Mr. Lytton gave an exhibition of characteristic boldness. He had been at his home in New York, reaching St. Louis Sunday, the ferries could not cross on account of floating ice. So, crossing the Mississippi River with satchel and overcoat in hand, he leaped from floe to floe in order to get back to his job on time.

After the Civil War was over Mr. Lytton and his brother decided to enter business for themselves. With only thirty-one hundred dollars capital between them they established a business of their own in the hamlet of Ionia, Michigan. Later they established a branch in Grand Rapids which flourished until adverse business conditions caused their downfall; they settled for thirty-three and a third cents on the dollar. Twenty years after Mr. Lytton, with that rigid honesty, so thoroughly indigenous to his character, paid off the balance, although under no legal compulsion to do so.

After several ventures in New York, none of which proved permanent, Mr. Lytton took hold of a store in Indianapolis, changing it from a dismal failure into a fine success. In 1887 Mr. Lytton founded Henry C. Lytton & Sons. The store opened in a blare of publicity, ingeniously created by its owner. Mr. Lytton, a firm believer in the principle of advertising, is one of the largest users of newspaper space in the country.

The new Lytton Building was erected in 1912 and is today among the finest of Chicago's loop edifices. It serves as a monument to its founder.

In 1871 Mr. Lytton married Miss Rose Wolfe of South Carolina. Of the five children resulting from this union only two sons, George, vice-president of the firm, Walter, and one daughter, wife of the famous Swiss portait painter, August Benzeiger, are living. His first wife died some years ago. In 1918 Mr. Lytton married Miss Carlotta D. Doty, daughter of a former director of the port of New York. Mr. Lytton maintained a splendid home in the old fashionable Prairie Avenue district previous to his second marriage. Now he maintains a summer home in Long Island. He is fond of music: in his youth he appeared with the great Lilli Lehmann in the Rossini Oratorio *Stabat Mater*. Mr. Lytton still is very active, traveling much, enjoying the enviable reputation he has built up.

CALVIN R. CORBIN

CALVIN R. CORBIN was born in Charlton, Massachusetts, February 12, 1832. Left an orphan at the age of six and thrown upon his own resources at an early age, he struggled along as best he could, working on farms and getting what education he could at the "Little Red Schoolhouse."

Coming West in 1857, he went to work for the Chicago and Northwestern Railroad, helping to survey the sector from Chicago to Green Bay.

Soon afterwards he entered the employ of J. W. Doane, tea and coffee merchant and, rising to a partnership continued this connection until 1865. He was the first salesman in Chicago who ever went on the road with a sample case of general groceries.

In 1865 he became a partner in the firm of Swormstead, Corbin & Company in the wholesale grocery business. In 1868 he formed the partnership of Ingraham, Corbin and May and soon after, believing that the rapidly increasing number of traveling grocery salesmen, was unnecessarily adding to the cost to the retail merchant and to the consumer, discarded his salesmen and changed the business to a mail-order concern, which it has been ever since and is today.

Mr. Corbin always believed in selling only absolutely pure groceries, and in pursuance of this idea decided to import only absolutely pure Japan tea, at a time when all Japan tea imported into the United States was artificially colored with such poisonous substances as Prussian blue, China clay, indigo or black lead in order to add weight and give the tea an attractive appearance. About 1880 Ingraham, Corbin & May imported the first lot of absolutely pure tea and for several years were the only importers of uncolored Japan tea in the United States. The growing popularity of Corbin's "Tycoon" tea, eventually led others to import pure tea, and finally the passage of Pure Food Laws compelled all to, but Mr. Corbin was the pioneer.

When the Chicago fire came in 1871, this idealist who was at all times alive with aggressive energy, arose to the crisis, rolled the company's safe into the middle of South Water Street, poured over it barrel after barrel of salt until it was buried deep, and when the fire had burned itself out, his accounts with the banks and with his customers were intact. He ordered new stock, put up a temporary warehouse on Michigan Avenue near Monroe Street and was the first wholesale grocer in Chicago to be ready to do business.

In 1883, forming a partnership with Horatio H. May, the style of the firm became Corbin, May & Company as it remained until 1898 when, on the death of Mr. May, Mr. Corbin with his two eldest sons formed a corporation styled Corbin, Sons & Company. On the death of Mr. Corbin in 1913, the name became Corbin & Company, as it is today.

In reform politics Calvin Corbin was active; but he held it more important to do one's duty at the polls than to win office. Year after year he served on local committees and watched at the voting booths.

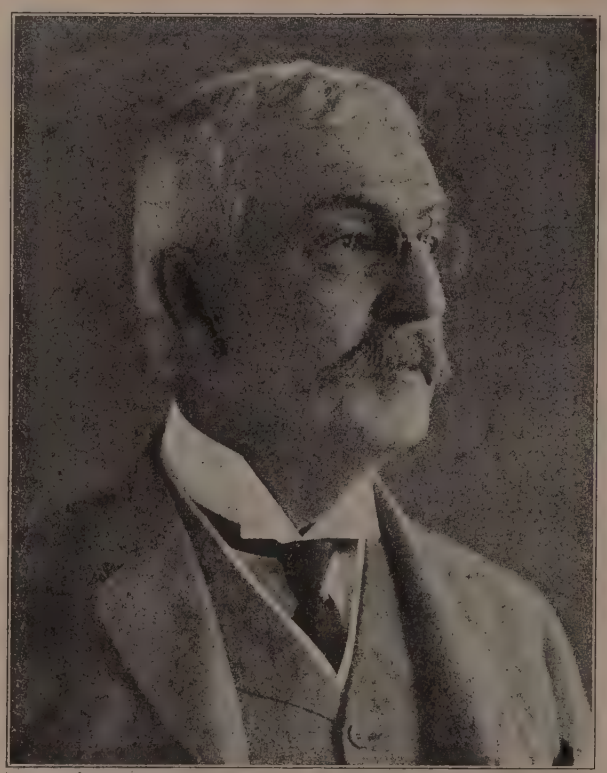
A Unitarian in his church affiliation, Mr. Corbin was an outstanding member of the Citizen's Association, the Civic Federation, the Municipal League, and the Union League Club.

On July 4, 1861, Mr. Corbin was united in marriage to Caroline E. Fairchild, of Pomfret, Connecticut. Mrs. Corbin was the author of many widely read novels, an original member of the Society for the Advancement of Women and of the Illinois Association opposed to Extension of Suffrage to Women. Their children were: Grace, Franklin N., Calvin Dana, Caroline F., John R. and Lawrence Paul.

Mr. Corbin died February 2, 1913, possessed of the love and respect of every man, woman and child who had known him in business or in civic life. His fellow members of the Wholesale Grocers' Exchange well designated him "one of the marked men of the remarkable body of our early merchants."

EZRA JOSEPH WARNER, I

To account for the character of Ezra J. Warner in this day when values are too often determined by material standards, it is illuminating to turn back the record four generations to his ancestor, born in Walpole, New Hampshire, in the middle of the eighteenth century, one Joseph Warner. We find Joseph to have been a man in whose character was a happy blending of the best qualities of the New England tradition. We are not told that he left great wealth to his immediate heirs, but that he was a man much loved in his community and that he bequeathed a good name to his descendants.



The son of Joseph was Joseph also and he it was who came to Chicago in 1860 as a delegate to the Republican National Convention and later cast the electoral vote of Vermont for Abraham Lincoln for president.

And here another line well anchored in the Green Mountain State is united with that of Warner for this Joseph took as his wife Jane, a daughter of Judge Ezra Meech, of Shelbourne, Vermont. This couple were the parents of Ezra J. Warner, of Chicago, who was born in Middlebury, Vermont, March 8, 1841.

Ezra obtained his early schooling in his native town, made his preparation for college at Kimball Union Academy, at Meriden, New Hampshire, and was graduated as the valedictorian of his class from Middlebury College in 1861.

Coming west that same year he spent a short time in Wisconsin looking after property owned by his father, meanwhile studying law. However, the business faculty in this well read young man was strong and on visiting Chicago he was fascinated by the methods of doing business in the youthful metropolis, something within him responding to the enthusiasm and fraternal spirit that has characterized Chicago business men. Resolving to test his feeling he purchased the interest of Mr. Stetson, of the firm of Sprague & Stetson dealers in oils, and with Mr. A. A. Sprague formed the firm of Sprague and Warner, the business being changed to that of wholesale groceries. Mr. O. S. A. Sprague was later admitted to partnership the firm styling itself Sprague, Warner & Company as it has remained for nearly seventy years.

With Mr. Warner managing the finances of the house the business increased year by year until it covered the territory from the Allegheny Mountains to the Pacific coast, the annual volume of trade exceeding that of any other wholesale grocery house in the United States.

In November 1861 Mr. Warner married Jane Remsen, of Middlebury, Vermont and to them five children were born: Frank, Maud (Mrs. A. A. McCormick), Ezra Joseph, Jr., Ethel (Mrs. J. L. Mothershead), and Harold Remsen. In 1873 Mr. Warner established a beautiful home "Oakhurst," one of the first summer residences built in Lake Forest, and here his life centered.

Though never seeking office, it is said that he never declined to assume a responsibility if it would benefit the community. He was a director and chairman of the Board of the Liverpool & London & Globe Insurance Company, and a trustee of Lake Forest University.

A Presbyterian and, in politics, a Republican, Mr. Warner was an advocate of progress in government and education. Although he seems to have kept himself ever on the frontiers of thought this well rounded character was always so eminently practical that his advice was constantly sought and his judgment deferred to by his fellow citizens.

Of a retiring disposition and preferring the home circle to general society, Ezra Warner was endowed in rich measure with geniality and a delightful sense of humor that rested like a benediction upon all who knew him. On September 9, 1910, he died at his Lake Forest home a worthy representative of a long and worthy line.

EZRA JOSEPH WARNER, II

At "Oakhurst" the country home of his father in Lake Forest Ezra Joseph Warner, the second of that name, was born March 10, 1877. The father, a native of Vermont, was but twenty years of age when, in 1861, he brought his bride, Jane Remsen, of Middlebury, Vermont, to Chicago to live. Ezra J. Warner, II, was twenty-two years of age when, in 1899, he entered the employ of Sprague Warner & Company, wholesale grocers, of which firm his father has been one of the founders just thirty-seven years before. In 1918 he became president of that company, in which fair dealing has become a tradition.

At the age of twelve Ezra J. Warner, II, was taken abroad by his parents and for two years travelled in summer and attended school in Dresden, Germany, in the winter months. On returning to the United States in 1889 he entered Lake Forest Academy where he graduated with the class of 1895. Matriculating at Yale in the fall of that year, he was graduated with the B. A. degree in the class of 1899. Without loss of time Mr. Warner began work as an office boy and by 1902 was elected a Director, and made Secretary of Sprague, Warner & Company.

On November 26, 1902, Mr. Warner was united in marriage to Marion Aline, the only daughter of Frank G. and Eliza C. Hall of Lake Forest. Their children are Marion (Mrs. Thomas C. Dennehy, Jr.), Jane and Ezra Joseph Warner, III.

When the United States entered the World's War, Mr. Warner, in his place at the head of a business regarded as "essential" to the winning of the war, considered it his duty and privilege, to make this business and the organization back of it contribute in every possible way to the success of the Allied Cause. Strictly limited as to profit throughout the period when all other lines of business could take fullest advantage of the markets created by the war, America has reason to be proud of those engaged in the business of distributing food because of the sacrifices they made that the American Food Administration might be an unqualified success. Chief among those distributors was the company of which Mr. Warner is president. Cooperating with all other war measures, he served as chairman of the local Red Cross in Lake Forest, Minute Man, and worked constantly in Liberty Loan drives.

Those who have had opportunity to know the facts are aware that Ezra Warner's services to his city in time of peace have been productive of far reaching results. In the field of relations between employer and employee his work has been exceedingly significant. Such marked success resulted from his arbitration of the differences between the employers and the Union in the Teamsters' Strike that he was asked to undertake other negotiations. In each instance the trouble has been avoided, and confidence in Ezra Warner and in the principles he laid down has grown.

Mr. Warner met one of the most trying situations that could have been devised when he acted as mediator between the Musicians' Union and the Chicago Symphony Orchestral Association. Endowed with clear mental vision, an understanding heart and a passion for truth Mr. Warner was able to see both sides of the questions at issue.

A close friend of his once said, "I don't know any one who will take a public obligation that is thrust upon him with more intelligent understanding, assume the implications of that responsibility and give it the degree of thought and care that Ezra Warner will. Sympathy, insight and an active conscience are his strongholds."

Mr. Warner is a Trustee of the Chicago Bureau of Public Efficiency, of the Y. M. C. A. and of the Chicago Symphony Orchestral Association; and a Director in the Northern Trust Company and in the Sunday Evening Club. He is chairman of the Finance Committee and a governing life member of the Chicago Zoological Society.

ALBERT HAYES WETTEN

IN 1886 a youth left his home in the farm lands of DuPage County to seek his fortune in Chicago. This youth was Albert Hayes Wetten, born in Downers Grove July 26, 1869, the son of pioneers who had emigrated from New York State to Illinois before the Burlington Railroad was built into Chicago. Fortune favored this lad, for, becoming a protegé of the late General Arthur C. Ducat, of Civil War fame, who a generation ago was one of Chicago's most distinguished citizens, he secured a position with the Home Insurance Company of New York. It is to the wise counsel and fatherly advice of General Ducat that the subject of this sketch attributes much of the credit for the success that has come to him.

The spring of 1888 found the young man's days occupied in keeping books in the office of J. C. Sampson & Company, real estate brokers, while he spent his evenings following a natural bent, studying art in the effort to become a cartoonist.

Too full of business enterprise to follow art as a career, and stimulated by the possibilities that he saw in the real estate field he, the same year, entered the employ of Rounds & Clough, two ambitious young men just launching their own brokerage business. By the end of the second year Albert H. Wetten, by that time twenty-one years old, became a partner in this firm. At that time it was the long-established custom of real estate firms to handle real estate of every character. It was due to Mr. Wetten's persuasion that the firm finally departed from this custom and became Chicago's first specialists dealing exclusively in down-town real estate.

Upon the retirement of Mr. Clough, in 1896, the style of the firm became Rounds & Wetten and by 1902 Mr. Wetten had purchased the interest of Mr. Rounds and was the sole owner of the business, by this time grown to considerable proportions. The energy and enthusiasm he exhibited in his work is recalled by contemporaries, who still refer to him as the most indefatigable broker in Chicago's real estate fraternity. By 1912 when the firm name became Albert H. Wetten & Company, the business had grown to be one of the largest and most prominent real estate offices in Chicago, a position the firm still holds, the name of Wetten being constantly associated with large transactions and many of the city's largest buildings being the direct result of his efforts.

While exceedingly active in his chosen profession Mr. Wetten has found time for civic interests. In 1908 at the age of thirty-nine, he became president of the Chicago Real Estate Board. The youngest man to hold that office up to that time, his administration is remembered as one of the most constructive in the Board's history.

A Trustee of the Newberry Library, of St. Luke's Hospital and of the Children's Memorial Hospital, Mr. Wetten is also a Director of the First National Bank, the First Union Trust and Savings Bank, and of the Chicago Title and Trust Company.

But with all the duties of business, civic and social life he has never lost his devotion to art and his love of the out-of-doors, whatever time he is able to spare from his duties at his office are given to them.

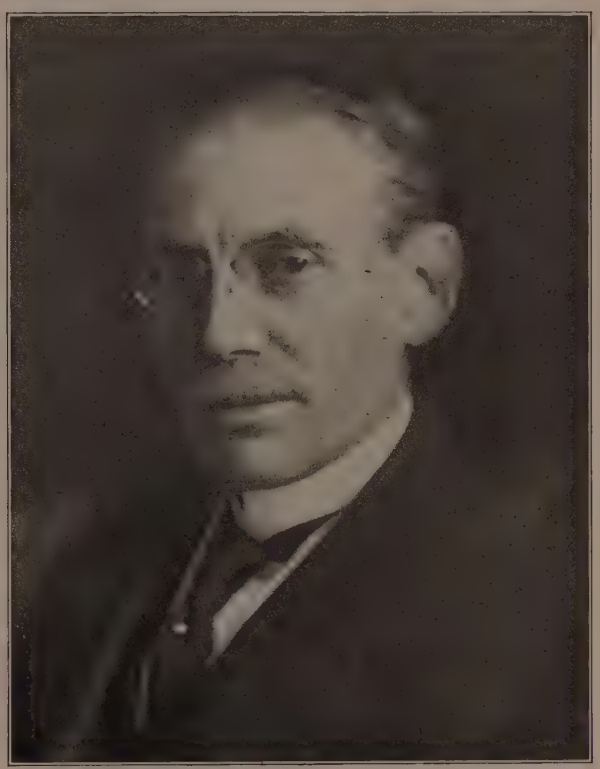
Married in 1901 to Marion, a daughter of the late Judge John H. Batten, for fifty years a prominent citizen of Du Page County, Mr. Wetten has two daughters, Mildred (Mrs. Thomas Chalmers Ingersoll), and Eleanor.

Mr. Wetten is an Episcopalian, and a Republican in his political affiliations.

He is a member of the Union League Club, Mid-Day Club, Chicago Athletic Association, South Shore Country Club and Flossmoor Country Club. His offices are in the Continental Illinois Bank Building and he resides at 209 Lake Shore Drive.

WILLIAM DICKSON McILVAINE

BORN in the middle of the last century far inland in a small town in one of the rural counties of the Prairie State the casual observer would find in William Dickson McIlvaine many of the traits that characterized his Scotch-Irish and Pennsylvania-Dutch ancestry clearly defined. In him as in a large proportion of Americans these elements combine well and the result is a good average in citizenship.



The first McIlvaine of record, one Alan by name, in 1529 held lands in Ayreshire, Scotland, extending for many miles along the Doon, by charter from James V. but the persecution of Covenanters deprived the family of their magnificent properties and caused their migration to the north of Ireland in the 17th century. It is from these families that the American branch sprung, the first of the name arriving in New Jersey in 1719. The branch from which Mr. McIlvaine is descended settled in Lancaster County, Pennsylvania, in 1741 and thereafter gave good account of itself in the Colonial and Revolutionary Wars.

In the maternal line Mr. McIlvaine is descended from Captain John Slaymaker, Revolutionary soldier, a son of Mathias, of Hesse, Germany, who in 1710 left a position of eminence to come to America, settling in Lancaster, Pennsylvania, near the McIlvaine family. Mathias and his descendants were people of giant strength and stature, among whom are several noted philosophers, theologians and soldiers.

William D. McIlvaine was born January 4, 1854, in the little town of Albany, Whiteside County, Illinois, on the Mississippi River, where his father, John D. McIlvaine, had settled with his bride Catherine Slaymaker McIlvaine in 1843, and where the elder McIlvaine conducted an extensive warehousing business until 1860 when he removed his family to Chicago. The family established itself on Erie Street on the north side of the river and Mr. McIlvaine remembers that Henry W. King was their next door neighbor. With his older brother John Slaymaker, his sister Katherine (Mrs. J. P. Wilson), and Samuel Linn McIlvaine he attended the old Newberry School and later the Central High School. At the age of fourteen he left school to take a position with Baker & Gifford, merchants in the hat and cap, glove and mitten business on Lake Street.

In 1870 the family removed to the beautiful suburb of Lake View. Here a pleasant social circle existed, among the old families being the Wallers, the Kerfoots, the Lamoynes and the McConnells. It was in the parlor of Mr. McIlvaine's mother that the First Presbyterian Church of Lake View was organized.

As assistant secretary of the credit department of Phelps, Dodge & Palmer, wholesale shoe merchants he gained valuable experience and later had charge of the city credit department of the J. V. Farwell Company.

In 1899 Mr. McIlvaine founded The McIlvaine Adjustment Company and later became president of the National Safeguard Company with offices in Chicago and New York, the latter an association of over a thousand merchants for mutual protection against non-paying customers. In the adjustment of debts Mr. McIlvaine's long experience with credits and his genial disposition brought him remarkable success.

For some years he has been secretary and treasurer of the Penn Mining Company of Calaveras County, California.

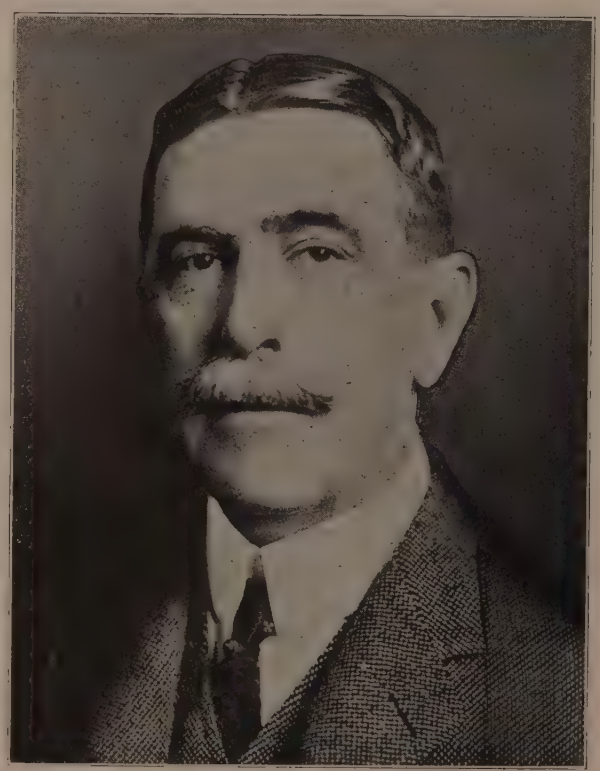
In 1889 he was united in marriage to Catherine, a daughter of John K. Harmon. They have one son, John Harmon McIlvaine.

Mr. McIlvaine is a Republican in politics and his church affiliations are Presbyterian. He is a member of the Society of the Sons of the American Revolution, the Union League Club, the Art Institute, the Chicago Historical Society and the Knollwood Golf Club.

JOHN ALDEN SPOOR

Out on the southwest side of Chicago, an industrial community in itself, a city within a city, rises the great Central Manufacturing District, a group of modern factories and warehouses equaled perhaps in no other part of the world. The District is a typically Chicago institution.

It was as one of the creators of this industrial center that the genius of John Alden Spoor was manifest. But this represented only one side of Mr. Spoor's life, and was only one of his varied interests.



As president, and later as chairman of the directorate of the Union Stockyards and Transit company; as chairman of the board of the Chicago Junction railway; as a director of the Chicago City Railways company, of the First National bank, the First Trust and Savings company, the National Safe Deposit company and other corporations, he was widely known as one of Chicago's outstanding business leaders. Even a partial list of Mr. Spoor's commercial interests, however, will fail significantly to interpret his many-faceted life or to reveal the man behind these enterprises. As his very name suggests, Mr. Spoor came from the purest colonial stock in America, and his portrait must remain permanently silhouetted against a background of our most revered traditions.

As a member of the Sons of the American Revolution, of the Society of Colonial Wars and of the Society of Mayflower Descendants, he was sufficiently identified.

But his true character perhaps is best brought out not by his business achievements nor yet by the honored records of his family name, but rather by his avocations and his great love of humanity as expressed in the many trusts reposed in him.

Not only was he a trustee of St. Luke's hospital and the Children's Memorial hospital, but his heart and soul were in the work of these institutions.

To his more intimate friends he was known as an incorrigible bibliophile, a collector of rare volumes and manuscripts, and it was an almost priceless museum of first editions and exquisite bindings that enriched his home, provided him with a fascinating hobby, and formed his greatest treasure. While his outside interests lay in Chicago's commercial and financial development, he was as much of a book-worm as any out-at-the-elbow sentimentalist or visionary. This love of what was best and of value in books was reflected in his trusteeship of the Newberry library and his activities in the Bibliophile society; rather a unique combination for a captain of industry.

Mr. Spoor was born Sept. 30, 1851, in Freehold, N. Y., and received his education at the Hudson River institute at Claverack, N. Y. He came to Chicago in 1886 and a year later married Frances Samuel of St. Louis.

From 1893 to 1897 he was general manager of the Wagner Palace Car company. Despite the many claims on his time, he was never too busy to lend his influence to any worthy enterprise, nor to enter into the social activities which go so far toward rounding out one's life. Mr. Spoor was a member not only of many civic organizations, but of social clubs in Chicago, in New York, in the South, and in London.

Mr. Spoor represents a phase in Chicago's life that was marked by a great civic awakening, and to this renaissance he brought the influence of culture and learning. While a former generation of leaders had been, for the most part, diamonds in the rough, with little time to devote to outside interests, Mr. Spoor impressed all those who met him with a polish that was by no means superficial. So perfectly organized was his business, and so great his executive ability, that he had to sacrifice none of the refinements of life to keep in touch with big affairs. He was, in a way, a forerunner of the modern school of business men who find in recreation and in service to their fellow men their greatest inspiration.

LAWRENCE A. DOWNS

LAWRENCE A. DOWNS began his Illinois Central career in Chicago in 1896. He was twenty-four years old when he started working on the Illinois Central as a rodman—the lowliest job in railway engineering. Thirty years later this rodman became the president of the Illinois Central System, heading an organization of 60,000 workers and responsible for the successful operation of 7,000 miles of railroad in fourteen states.

Mr. Downs was born at Greencastle, Indiana. After attending public school, St. Paul's Academy and DePauw University at Greencastle, he entered Purdue University, at LaFayette. There he acquired, besides an engineering education, a reputation in various athletic and other student activities. He made the football team. He was a member of the Glee Club. He studied public speaking and took part in debates and other forensic activities. He was initiated into the Sigma Chi fraternity.

Chicago first saw Mr. Downs as a rodman employed on the building of a retaining wall for the Illinois Central System on the Chicago lakefront. That was in the spring of 1896, and he has been connected with the Illinois Central System ever since.

Six months after he came to the Illinois Central Mr. Downs was promoted to instrumentman, and the next year, 1897, he was appointed assistant engineer. A year later he was made roadmaster, with charge of the maintenance of tracks and structures on an entire operating division—an unusually responsible post for a young man of twenty-six. After serving in this capacity for nine years, during which he was four times transferred to more important divisions, he was promoted in 1907 to assistant chief engineer maintenance of way, with office in Chicago and having supervision over roadway maintenance work on the entire system.

In 1910 Mr. Downs asked for and received a transfer to the transportation department of the railroad. He was appointed division superintendent, serving on three successive and increasingly important divisions. In 1915 he was promoted to general superintendent of the system's Southern lines, with headquarters at New Orleans, and two years later he was transferred to Chicago as general superintendent of its Northern lines.

The responsibilities of the young man were again increased in 1919, when he was made assistant general manager of the system at Chicago. The following year he was elected vice-president and general manager of the Central of Georgia Railway, which is owned by the Illinois Central System.

In 1924 he became the president of the Central of Georgia Railway and of its important subsidiary, the Ocean Steamship Company of Savannah. He returned to the parent road and to Chicago September 15, 1926, when he was elected president of the Illinois Central System.

Retaining a lively interest in railway engineering affairs, Mr. Downs was president in 1921-22 of the American Railway Engineering Association, of which he is charter member, and was selected as American delegate to the International Railway Congress at Rome, Italy, in 1922. He also holds membership in the American Society of Civil Engineers.

The history of America could not be written without the story of the railroads, but it is in the work of the railway engineer that the real romance of railroad history is written, and many of the greatest Americans have followed this profession.

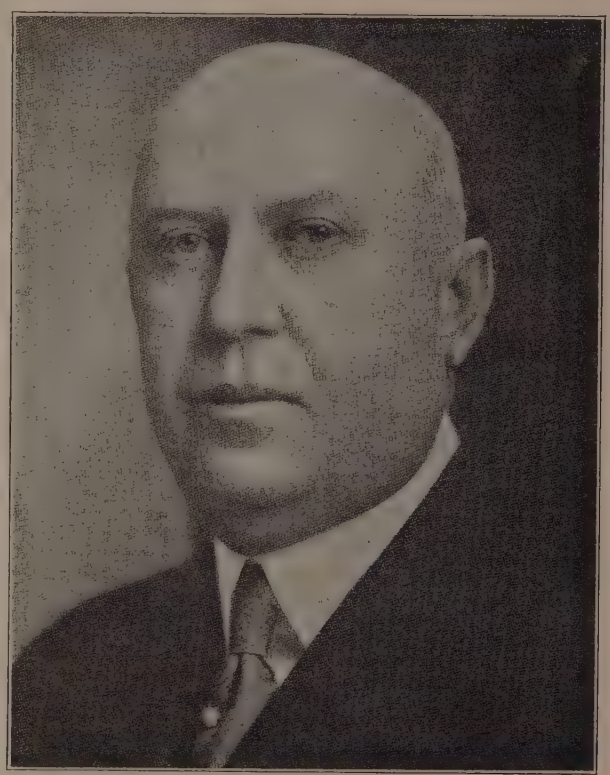
Mr. Downs believes in systematizing one's work to allow time for recreation. His clubs are Flossmoor, Old Elm, Exmoor, South Shore, Chicago Athletic and Union League.

Mr. Downs was married in 1901 to Miss Ida May Mulligan of Pembroke, Ontario. They have one daughter, Mary Katherine. The Downs make their home at the Drake Hotel.

DAVID E. SHANAHAN

To be elected once to the legislature of one's state betokens ability considerably above the average. To be re-elected signifies, additionally that one's record has won the approval of the voters. But to be returned year after year for over a third of a century bespeaks such a degree of popularity as few politicians are given to enjoy. This is the achievement of David E. Shanahan.

He was born on a farm in May Township, Lee County, Illinois, on September 7, 1862, the son of George and Katherine Shanahan. When he was but three months old, his parents moved back to Chicago, where he has resided ever since. His education was received in the public schools—he graduated from the Holden Grammar School and the South Division High School—and at the Chicago Law College of which institution he is likewise a graduate.



As early as 1885 he began his long and honorable political career—not long after having attained his majority. At this time he was elected South Town Supervisor, succeeding himself in 1886. 1894 marked the inception of his lengthy service in the Illinois General Assembly. Every two years since that date he has stood for re-election and emerged victorious.

Mr. Shanahan was elected Temporary Speaker of the House of the Forty-third General Assembly and was Chairman of the Committee on Appropriations of the Forty-fifth, Forty-sixth, Forty-seventh and Forty-eighth General Assemblies. Moreover, Mr. Shanahan was elected Speaker of the House of the Forty-ninth, Fiftieth, Fifty-first, Fifty-third and Fifty-sixth General Assemblies.

He was a member of the Illinois Commission to the Panama-Pacific Exposition at San Francisco in 1915; and was a member of the State Council of Defense during the war. Mr. Shanahan personally occupies the post of Lieutenant Colonel in the Illinois Reserve Militia. In 1819 he was elected a delegate to the Constitutional Convention.

Although Mr. Shanahan's manifold political triumphs occupy the principal point of attention in a sketch of his life, it is not to be supposed that they constitute the whole story. He is engaged in several business activities, to wit, the real estate and banking business in Chicago and the work incidental to being Chairman of the Board of Directors of the Central Manufacturing District Bank, the Midland National Bank, the Midland Company, the Illinois Securities Company and the E. L. Essley Machinery Company. He is Vice-president and Director of the Construction Materials Corporation, and Member of the Chicago Real Estate Board, the Cook County Real Estate Board, the Chicago Board of Underwriters and the Bankers Club.

Mr. Shanahan's cultural affiliations are, briefly, as follows: memberships in the Chicago Historical Society, the Field Museum of Natural History, the Chicago Art Institute, and Board of Governors of the Chicago Zoölogical Society.

He has been particularly interested in legislation to secure parks and boulevards for Chicago and Cook County. He is a member of the Union League Club, the Army and Navy Club, the Central Manufacturing District Club, the Phi Alpha Delta Law Fraternity, the Knights of Pythias, Elks, the Royal Arcanum and the Modern Woodmen.

During his entire political career Mr. Shanahan has been a strong Republican. He is of the Catholic faith and single. His tenure of office has been coeval with much that is significant in Illinois history. While Mr. Shanahan has been in the General Assembly, Governors Altgeld, Tanner, Yates, Deneen, Dunne, Lowden, Small and Emmerson have successively occupied the gubernatorial chair, the Spanish-American and World Wars have been fought, and innumerable pieces of constructive legislation have gone into the statute books, many of them the work of Mr. Shanahan.

JOHN W. GATES

JOHN W. GATES, the plunger, was the son of a small farmer of St. Charles, Illinois. It is probable that sums totaling more than one hundred millions had passed through his hands and on his death the public was disappointed to learn that he left only eighteen million dollars.

And he wasn't in "with the boys". He played a lone hand whether it was at poker with the chips at $1,000 each or at the "trust" game with the stakes in the millions. He took blow after blow from fabulously powerful combines and nearly every time the combine saw him triumph in the end.

He profitted in deals with J. P. Morgan, who had thought him a crude product of the plains country. And he advised others to avoid Wall Street. He won nearly a million dollars on one horse race.

Such were the qualities of John W. Gates, that the world of his time called him the champion bluffer of all time. But it is a pertinent fact that when the "bluff" was called John W. Gates nearly always delivered the goods.

John Gates, it is said, never forgot a friend. And it is probable that he never forgave or left unrepaid a willful harm.

Gates was born in DuPage County, Illinois, May 8, 1855. His father, A. A. Gates and his mother, Mary, centered their life on the farm and John was educated in the district school and at Wheaton College, finishing at Northwestern College, Naperville.

John Gates started work in the grain business and later went into a hardware store in Turner, Ill. Before long the entire state knew him as a selling wizard and when Isaac Elwood organized his first big wire company he called Gates in. Gates said he would never work for wages again, but he would sell wire if he were given a percentage of all sales for the next ten years to customers from whom he had received the first order.

Elwood accepted the terms and before long had to pay $100,000 to get the contract back because Gates had sold the first order to nearly everybody within reach, spending more, often than the total bill of the first sale to get the order. That was a characteristic beginning. Through bigger and bigger affairs Gates retained and practiced the same shrewdness.

Gates had learned that the manufacturing pool that controlled barbed wire was making fabulous profit. He set up in the business himself, knowing that the patents were weak, dodged injunctions by moving his plant across the Mississippi River from St. Louis to East St. Louis over night and finally sold out at a huge gain.

In 1892 Gates merged new wire interests in the Consolidated Wire and Steel company, a $4,000,000 corporation and became its president. Four years later the Consolidated and five similar companies merged in the American Steel and Wire company and Gates became chairman of its board. The same year he became president of the Illinois Steel company.

Two years later the $100,000,000 Federal Steel company was formed. In 1900 stockholders led by H. W. Seligman and F. W. Strauss, tried to oust Gates. They even brought criminal proceedings against him. In the end they had to retire.

The next step in consolidation was the United States Steel company. After that Gates felt he had been mistreated by Morgan. By stock and steel operations he made Morgan pay heavily.

In later life he played the Wall Street market with ups and downs and finally retired to England to race his famous horses. He died in Paris, August 9, 1911, leaving his wife, the former Miss Baker of St. Charles and a son, Charles G. Gates.

Typical of his determination and will to pay back blow for blow, was the effort of Mr. Gates, in which he spent a fortune, to apprehend the murderer of his brother who was killed in 1870.

HARRY GORDON SELFRIDGE

"AMERICA'S unofficial ambassador to the Court of St. James."

This title, in lieu of a better one, might well be bestowed on Harry Gordon Selfridge, former Chicagoan, who, after retiring from business in 1904, went to London with a masterly plan for introducing American merchandising methods to the world's metropolis and began the ascent that was to make him London's greatest merchant.

As to official titles, he could have had any number, and doubtless might have been known as Lord Selfridge, had he not preferred to retain his American citizenship.

This decision on his part, while it has earned for him the hearty respect of the Londoners, has cost him a good deal, as the vast interests of which he is the head are taxed both by the United States and the British governments.

Mr. Selfridge was born in Ripon Wisconsin, January 11, 1864, the oldest son of Robert O. and Lois F. Selfridge. He was educated in the public schools of Jackson, Mich., and in 1890 was married to Rose Buckingham of Chicago. From 1878 to 1904 he was associated with Marshall Field & Company, becoming general manager of the retail store in 1887, in which capacity he became a notable figure in Chicago life, widely known as mercantile leader of unusual genius and success.

As head of Selfridge's, Ltd. of London, he controls a chain of thirty-five department stores employing more than 13,000 persons. The $10,000,000 Selfridge Trust in which Mr. Selfridge holds 900,000 shares of common stock, is to assure the permanency of his enterprises. His stores and their asset of good will, however, are worth vastly more than the outstanding $10,000,000 worth of preferred and common stock. Mr. Selfridge has pledged himself to remain in active charge of the business until his death, and he has trained his son, Harry Gordon, Jr.,—who was a member of the Cambridge university crew, by the way, in American merchandising methods. Young Selfridge directs a dozen or more of his father's retail stores.

"Extensions of the Selfridge Trust," its founder avers, "will never be completed. The store of my imagination is larger and better than anything now in existence. My present business seems almost petty in comparison."

The big store which he established when he plunged headlong into his second business career has been constantly enlarged until it is the handsomest and largest of all Europe. It has revolutionized British advertising and sales methods and has created a new shopping center in Oxford street, in the heart of London. Under the terms of a recent merger, Whiteley's, Ltd., one of the oldest and most conservative department stores of London, became a part of the house of Selfridge.

Among his fellow merchants and a world-wide public Mr. Selfridge is known as the Marshall Field of London. He is known to have no enemies either in or out of business life, and is perhaps, one of the most popular Americans in the British Isles. He pays an annual visit to America to keep in touch with his native land, and retains an unfailing interest in the Chicago life of which he was so long a part. His wife was the beautiful Rose Buckingham of Chicago.

Sociable and easily accessible, he has a wide definition of the duties and pleasures of life, and has missed few of either. While he takes no part in politics or public affairs, he is frequently seen at banquets and the theaters, and is known to most Londoners by sight. He entertains lavishly not only at his city residence, the historic Lansdowne house in Berkeley square, but at his castle, Highcliffe, in the south of England. Few distinguished Americans go to London without paying a visit to Mr. Selfridge.

FRANK L. GROSSMAN

THOUGH it is literally true that Frank L. Grossman won success through the plodding of other Chicagoans' feet, it is just as true that his own quiet determination and business skill were an indispensable element in that commercial triumph.

Thousands of Chicagoans pour in and out of Mr. Grossman's establishments, seeking shoes to carry their thousands of feet over the sidewalks of the city. Few of the thousands know that the quiet man they pass in the principal store, usually smiling from his position near the door, is the man whose name appears on the sign in front of the store. They glance at his face, perhaps, see that it is genuinely kind and affable, and go on their way.

Though he is loath to discuss himself—personal glorification is the last thing he would seek—it must be a satisfaction to Frank Grossman to stand and watch Chicago pass through his doors. For Frank Grossman once sold newspapers and had later on clerked in a cigar store. Now he has hundreds of efficient, smiling men and women clerking for him.

Frank Grossman, the son of Marcus Grossman, shoe merchant, and Kate Schreiber Grossman, was born in Cleveland, Ohio, January 28, 1884. Frank was educated in the public schools of Cleveland and spent the major portion of his youth there, though he went with his family to California in 1903. The West Coast, however, failed to attract them permanently and the Grossmans returned to Cleveland the same year, shortly afterward migrating again—this time to Chicago.

Marcus Grossman upon his arrival here opened a small retail shoe store on an upper floor of the Masonic Temple Building at State and Randolph Streets. But strangely enough the son, who later was to build such a successful business on the ground floor of the same building and in the same line of merchandising, entered Spiegel's furniture store as a clerk. Frank's brother Michael worked with his father in his shoe business. Michael, however, died before the business was very old and young Frank was taken in to fill the vacancy thus entering the field of his later success by mere chance.

Having a natural flair for commercial enterprise, Frank Grossman was quick to pick up details of his father's business. And it was not long before the son became active head of the enterprise. A period followed in which the undertaking flourished exceedingly, doubling, trebling and even multiplying its dimensions by four. Before the death of the elder Grossman, the son had taken into partnership two other brothers, Louis and E. M. Grossman. From the nucleus at State and Randolph Streets the business spread out to the north, the west and the south sides until by October 1928 the Grossman name glittered over ten retail stores.

Such is the story of the Grossman shoe stores, it is a remarkable achievement and a man with less reserve than Frank L. Grossman possesses might swell out his chest over the success. But Frank Grossman will hardly tolerate talk of it. To the father who died in 1918, he says, belongs the credit, not to the son.

Mr. Grossman was married March 10, 1910, to Miss Gladys Liebenstein of Cincinnati, Ohio. The Grossmans have one daughter, Katherine.

Mr. Grossman is a Republican, a member of Temple Sholem congregation and the Standard club. His favorite recreations are motoring and horseback riding.

A comparatively young man, Mr. Grossman has risen high in the commercial commonwealth of Chicago. Realizing, as he does, that the chain store idea enables an institution to so purchase its wares that it can benefit the public it serves, he is constantly adding link after link to the Grossman establishments, believing firmly that there is a certain amount of altruism in the consummation of the chain store idea that is worthy of his best efforts.

LAWRENCE HARLEY WHITING

AMONG the well known younger men in Chicago finance is Lawrence Harley Whiting. Starting his business career with the Illinois Life Insurance Company in Chicago at the time of his graduation from high school in June, 1907, he has continued in the banking field and today is the head of several large banking and industrial operations.

Mr. Whiting's ancestry in the United States dates back to 1636, when the Reverend Samuel Whiting, a graduate of Cambridge University, Cambridge, England, and son of the Mayor of Boston, England, after which city, Boston, Massachusetts, was named, landed in Boston, Massachusetts, to become one of the Founders and Overseers of Harvard University and the Founder of the town of Lynn, Massachusetts. Mr. Whiting's parents came west in 1884 and he was born in Plattsmouth, Nebraska, on January 29, 1890.

Mr. Whiting was educated at the University of Chicago, where he attained prominence as an athlete, being center on the varsity football team, of which he was elected Captain, and holder for some years of the world's record for the 60-yard high hurdles. He is a member of the Phi Kappa Psi Fraternity and various class societies.

During the World War Mr. Whiting had some very interesting service. Starting as a Captain of Cavalry in the 86th Division he later became Division Personnel Officer of the 86th Division on General John H. Barry's Staff. He later became Adjutant General and Chief Personnel Officer of the Army, War Department, Washington, and early in 1918 was assigned as Chief Personnel Officer, American Expeditionary Forces, on General Headquarter's Staff, Chaumont, France. At the close of the War he was assigned as Lieutenant-Colonel, Engineers, and Executive Officer, Finance Bureau, American Expeditionary Forces, Paris, which Bureau was formed to handle the financial problems incidental to liquidating the A. E. F. A short time later he was assigned as Assistant to the Commissioner of Finance, American Commission to Negotiate Peace, Peace Conference, Paris, returning to the United States in 1919.

Following the War he organized with his father, Harley Edwin Whiting, now deceased, and his brother, Frank Simpson Whiting, the Investment Banking firm of Whiting & Co., of which he is the president. During the following years he founded or became actively interested in the following financial institutions:

1. Boulevard Bridge Bank of Chicago, President and Director; 2. Equitable Trust Company of Chicago, President and Director. 3. Italian Trust & Savings Bank, President and Director; 4. Madison Square State Bank, President and Director; 5. Hill State Bank, Chairman of the Board; 6. University State Bank, Vice President and Director.

In 1923 he organized the American Furniture Mart Building Corporation and built the tremendous American American Furniture Mart Building, of which he is Chairman of the Board of Directors and Chairman of the Finance Committee.

In 1926 Mr. Whiting merged twenty-four of the leading limestone quarry and fabricating companies in Indiana into the Indiana Limestone Company, of which he is Chairman of the Board of Directors and of the Finance Committee.

Mr. Whiting was married in April, 1925, to Mrs. Eleanor Robinson Countiss. They have one child, Lawrence Harley Whiting, Jr.

Among Mr. Whiting's club affiliations are the Racquet, Casino, Quadrangle, Chicago Athletic, Mid-Day, Lake Geneva Country and Knollwood.

Mr. Whiting is President of the Board of Trustees of the University School for Girls, a member of the Business Council of the War Department, Washington, of the American Society of Military Engineers, as well as numerous civic organizations, and a director in more than thirty corporations.

EDWARD JOHN LEHMANN

EDWARD JOHN LEHMANN was born in Chicago March 21, 1877. His parents were Ernst John and Augusta Lehmann.

Mr. Lehmann, Sr., Merchant, founded the great department store known as The Fair in 1875, a store that is as much a part of the industrial life of Chicago and as widely known as the famous street on which its buildings stand. To have heard of State street is to have heard of The Fair, and to shop on State street is to presuppose a visit to The Fair. It is a veritable hive of industry and numbers its employes by the hundreds, as it numbers its customers by thousands.

Edward J. Lehmann received his education at Allan's Academy, Coulter's University School for Boys and the Northwestern University. He then entered the law office of S. S. Gregory, Harlan & Booth. His first mercantile employment was in his father's store in 1896 as a clerk at a salary of $500.00 a year.

Being a typical product of Chicago and inheriting the marked business ability of his father, Mr. Lehmann worked his way up by merit alone until in 1905 he became president of The Fair. Together with his brother he carried on and developed the business to its present mammoth proportions and in 1925 sold it to the S. S. Kresge interests in order to devote his time to the management of the Lehmann Estate, of which he is trustee, with offices at 22 East Monroe street.

In view of Mr. Lehmann's record as a sucessful financier and his place among the prominent men of Chicago, some facts concerning his life aside from business interests are apropos. Some one has said "it isn't so much what we work at as what we play at that makes us what we are," and often the sidelights thrown on a man's life are more interesting that a recital of his business career. He is extremely popular among his friends and associates and is enthusiastically voted by them "a good fellow." One of his favorite interests is the breeding of horses. On Longwood Farm at Lake Villa, Illinois, he raises horses for farm use as well as show horses of fancy breed. It is to Longwood Farm that Mr. Lehmann turns for diversion from business routine and his horses are among the chief interests of his busy life. Two of his most famous horses were "Richelieu King" and "Hemlock." Another favorite pastime is golf, of which he is a skillful player.

In politics Mr. Lehmann is a Republican. He is also a conspicuous figure in the club circles of Chicago and holds membership in the Chicago Athletic Club, South Shore Country Club, Edgewater Golf Club, and is also a member of the Congressional Club, Washington, D. C.

In November, 1902, Mr. Lehmann married Grace Snell, daughter of Albert Jerome Snell of Chicago, and to them two children were born, Ernst J. and Edward J. Lehmann, Jr.

In 1910 he married the daughter of George N. Neise of Chicago. His children from this marriage are George W. and Robert Owen Lehmann.

Mr. Lehmann's church affiliation is German Lutheran. He resides at 3662 Sheridan Road.

Mr. Lehmann presents a pleasing refutation of the theory that merchant princes do not know how to play. Without relaxing the firm grip he had upon affairs at The Fair, he had, by means of his interest in horses, found a splendid form of diversion from the strenuous duties which devolve upon the head of a great State Street department store. And now that he has diverted his business interest to other channels he maintains the same interest in things equine as formerly.

Mr. Lehmann is a man of exceedingly agreeable personality as is testified by his before-mentioned popularity among his associates, yet he is markedly possessed of the firmness which is so essential to leadership in business.

CHARLES BENJAMIN SMITH

THE story of Charles Benjamin Smith must be read between the lines. A man of retiring disposition, a man loath to talk about himself or to have others talk about him, he knows what he wants, knows where he is needed, and goes straight to the point of the matter in hand, producing results that make him one of the greatest executives of Chicago industry.

But the story of the Stewart-Warner Company is one of the business romances of the twentieth century, characterizing the age of speed by the very rapidity with which the business has grown to be known the world over. First in speedometers—measuring the rate at which the world traveled in the "horseless carriage," then with radio, sending instantaneously from one quarter of the globe to another, the words, the music, the thought of one people to another, Stewart-Warner is the epitome of the twentieth century wonders.

Behind this spectacular rise in the business world is a quiet dignified man, Charles Benjamin Smith, who wants none of the company's glory, but is content to view his work and know it has been well done.

Charles Benjamin Smith was born in Chicago, August 28, 1873. His father, Andrew C. Smith, had been for many years with the John V. Farwell Company. He was educated in the Chicago public grammar schools, and then completed a business college course, after which he studied law and became a post-graduate student of the Chicago College of Law, but gave up his youthful ambition to practice law and instead continued a part in the rapidly growing business world of his native city.

His debut in this business world was made with Cluett, Coon & Company, where he worked for many years, remaining after the firm had been reorganized as Cluett & Peabody.

Years of service had carried him far from his humble beginning, and in 1906 he was called to the corporation which has grown to the now well known Stewart-Warner Speedometer Corporation, of which he is now the president. This corporation was rapidly assuming national proportions and not many years after Mr. Smith's association with it began, was known in nearly every nation in the world. The civilized world had turned from its skepticism of the automobile, the great speed fever which has culminated in this motor age was setting in, and how better enjoy the thrill of rapid motion than by measuring it and recording the thousands of miles traveled?

A new "miracle" of modern science was also to become just as popular as the automobile. Radio experiments had caught the public imagination and fired it. Not many years after the invention of the vacuum tube which made broadcasting a possibility, Mr. Smith's company was manufacturing receiving sets on a large scale and with a quality that has established a high reputation. Upon the death of J. K. Stewart in 1916, Mr. Smith, in recognition of his service to the company, was made president.

The flare of public attention holds no lure for Mr. Smith, and when business allows he may be found fishing or golfing. Here quiet—the dominant strain in a strong character—again predominates.

And so the city moves on, new industries spring up, an army of workmen marches into the plant each morning, pours out each evening. Buildings continue to spring up; the corporation continues to grow. And back of it all sits a quiet man—the president.

Under the guiding hand of Charles Benjamin Smith the Stewart-Warner institution has branched out from speedometers and become one of the great factors in the radio manufacturing field. It is safe to assume that in the many years of activity before him many new inventions will also be included in the output of this corporation.

WINFRED JAMES ZUCKER

FROM cash boy at $2.50 a week to secretary of a great manufacturing corporation is the giant stride W. J. Zucker took in the comparatively few years of his business career and the secret of its magnitude and the ease with which he has taken it is—that whatever Winfred James Zucker does he does with tremendous enthusiasm. This is a vitalized, modernized version of the old saying "Whatever's worth doing's worth doing well." And whatever Mr. Zucker does—be it watching a baseball game or engineering a business deal—is done well and enthusiastically.

Winfred James Zucker was born in Chicago, the son of Isador and Annie Scheyer Zucker, May 9, 1879. His grandfather had fought in the Civil War and had died shortly after its close, from hardships endured, leaving a sacred memory in the family. Winfred Zucker has always regarded the country his grandfather fought and died for as a country beyond reproach.

Young Winfred attended the Dore school and at fourteen began his business career in Chicago that was to lead him so high, as a cash boy after school in a men's store.

Initiated so young into the ways of business he was destined to learn much before many years had passed. Chicago business was an open book to him by the time he attained majority and what might have been a disadvantage to others—the lack of a higher education—to him was transformed into an opportunity to learn while young from actual experience. As a youngster he was employed by the Crow Name Plate Corporation and later by Stewart & Clark Mfg. Co. These are but two of many establishments in which he worked the past twenty-five years.

He entered the employment of J. K. Stewart, inventor of the famous Stewart-Warner speedometer, in the year 1907 and has remained with the firm, (then Stewart and Clark) throughout his career. He is now secretary and general sales manager.

Mr. Zucker is a super-enthusiast. He works with a seemingly inexhaustible supply of energy and still has a store left for association with his friends who are many and scattered over the entire face of the globe. He is a lively figure in any gathering and a good mixer.

Work is Mr. Zucker's pet hobby but he is a baseball fan of the most "dyed in the wool" variety, finding perfect relaxation from the worries of business in an afternoon at the diamond.

Mr. Zucker was married to Pauline Greenhut in 1904. His bride was the daughter of Joseph Greenhut who for twenty years was the official statistician of Cook County. They have one daughter Babette, who was recently married to Ralph I. Shore of Chicago.

Mr. Zucker follows political affairs though never active in politics. He votes the republican ticket. He is Jewish in religious faith.

He is an Elk and a member of the City club of Chicago.

Who can say what an executive of a company such as Stewart-Warner has done toward the building of Chicago? Radio, and speed are perhaps the two most distinguishing features of the twentieth century, thriving on rapid transportation, with its automobile crowded boulevards, streets and highways and its thousands of homes and apartments affording entertainment to the world at large through its hundreds of thousands of radio receiving sets. Mr. Zucker is an executive of a twentieth century company that has helped make a twentieth century city of Chicago. He is one of the younger generation of the city's builders, who, with many years of activity ahead of him will beyond a doubt, live to see Chicago grow in size, beauty and influence. What greater satisfaction than to be able to say—truthfully—I had my share in the making.

DAVID S. KOMISS

WHEN the "scions of the idle rich" amass wealth, running the family fortune up to still dizzier heights, there is admiration, yes, and respect, too. But there is nothing like the warm, whole-hearted popular acclaim that greets the success of a poor, immigrant boy, who plunges through the heavy obstacles that bar his path at every turn.

Of this latter sort is David S. Komiss, who has tasted the extremes of poverty and wealth, of failure and glorious success. Properly, Mr. Komiss' career started at the age of ten. For years America has been the symbol in Europe for opportunity, for the Square Deal. In the suburb of Koenigsberg, Germany, there was not much chance for success, what with racial prejudice and provincial backwardness. Consequently Mr. Komiss' father, Rabbi Komissarsky was importuned by his (Mr. Komiss') uncle to send the lad to America, the great Melting Pot, where everybody, Jew or Gentile, had his chance. Reluctantly and after long deliberation the Rabbi's consent was obtained.

The small boy, armed with his bundle (which was consequently stolen) and the paternal blessing left home, traveling by coach to Koenigsberg, Germany, and thence to Hamburg. Immured in the steerage, offered food that could not be eaten, his boots filled with the bilge water that seeped down among the wretched folk in the steerage, Mr. Komiss finally landed at New York after having endured the hardships of an early explorer. Small wonder was it that, ill and swollen of foot as he was, the immigration authorities refused at first to admit him, being only persuaded to give consent through the intercession of a relative.

From New York he went to Pittsburgh to an uncle, a rabbi, and thence to Chicago where he was received by another relative. Two years later his parents followed, his father becoming rabbi of the Suwalker Synagogue.

At the age of thirteen he left for Kansas City, where he secured employment as a track worker. Later he became a clothing salesman at $1.50 a week and board, and then a grocery clerk at fifty cents a week more. After five years' residence in Kansas City, during which time he studied nights, becoming a bookkeeper at the age of eighteen, he returned to Chicago.

Here he resumed the occupation of selling clothing. When he had saved up $300 he rented the third floor of a State Street candy store at $50 a month. That venture came to an end when a partner who had invested $2000 in the enterprise decamped with all the money one day, when the profits had grown large, leaving Mr. Komiss with $8 and a lesson well learned.

From then on for some years Mr. Komiss' story was one of failure checkered with flashes of success. It was one of the fighter who "floored for the count" by adversity time and again, finally came through with the knockout blow that spelled victory and success. The winning rally began with the organization of the States Restaurant Corporation with Mr. Komiss as vice-president. With the profits from his share in this enterprise Mr. Komiss bought the controlling stock in the Chicago Cloak Company opening a furs and ladies' ready-to-wear business at State and Jackson Streets. He is now president of several successful enterprises. He is chairman of the medical staff of Mt. Sinai Hospital, also a member of the Board of the Better Business Bureau. The David Komiss, whose eagerness for an education led him to spend his evenings with private tutors, can today recall with pleasure his early privations.

In 1909 Mr. Komiss was married to Miss Bessie Jane Feigus. The Komisses have two children, a son and a daughter; the son, Justin, already shows signs of achieving prominence by winning first prize in an oratorical contest at the Lane Technical High School.

HARRY H. BLUM

MUCH of the credit for many of Chicago's well-dressed women must be given to Harry H. Blum, for his name is a synonym for all that is exclusively elegant in the line of ladies' attire. His beautiful windows on Michigan Avenue are veritable dreamlands of feminine apparel, and indeed the taste and originality of the creations within are enough to constitute that sacred shrine at which every woman worships. In fact, the presence of his shop helps a great deal in making Michigan Avenue maintain the high standard of excellence in shops for which that famous thoroughfare has long been noted.

Harry H. Blum, president of Blum's Incorporated, was born in the city of New York on October 2, 1877. He is the son of Marcus and Lena Klein Blum. He arrived in Chicago at the tender age of three, so it would hardly be correct to say that he gazed around him and was filled with aspirations of becoming what he is today. It is perfectly correct and proper to say, however, that when a young man, working as a salesman, he did have visions and dreams, which so fortunately for him have actually come true. But it was by no mere lucky chance that it is so. It was by hard, steady work and tenacity to his purpose that he finally achieved his ambition. And now his shop is one of the most invitingly luxurious of any in the city. Its extremely European atmosphere gives it the cosmopolitan air which a city like Chicago certainly justifies. It is the material proof that dreams can culminate in reality.

He married the daughter of Israel and Fannie Rosenberg.

Mr. Blum, being a very active man, has many interests, activities and hobbies aside from his business. In politics he stands a firm Republican. He is a member of the Chicago Sinai Congregation and generously supports religious funds.

Traveling is one of his chief recreations and he goes to Europe semi-annually. Among his pastimes are golf, motoring, riding, and reading. His preference in literature runs to the historical and biographical. Among his fads that which has the most fascinating appeal is the collecting of jade, of which he has a rarely beautiful collection. Along with this he also collects antiques, original manuscripts, and other objets d'art that only one of culture and refinement could possibly have a taste for. His frequent trips abroad give him an ample field to choose from and as a consequence his collections are made up of only the most exquisite examples. His home is known for being the last word in beauty and luxury.

He is a lover of good music and is a regular subscriber to the Chicago Civic Opera Company. He is a member of the Chicago Riding Club, the City Club, and Idlewild Country Club. His favorite charities are the Jewish Charities of Chicago, United Charities, and the Jewish People's Institute, but besides these there are also many others.

Mr. Blum represents the highest type of progressive merchant, the type whom obstacles and modest beginnings cannot deter from attaining their goal. He started as a poor, young man, with nothing but high ambitions, and great strength of will, which combined with the experience that is born of hard work has carried him into the very front rank of his chosen vocation. His life is well rounded as he is interested in both civic and artistic pursuits and he is a distinct credit to the community.

As an example of his appreciation of the artistic and beautiful one need only enter the private office of Mr. Blum in the Blum Building at 624 South Michigan Boulevard to see that the unerring good taste of a connoisseur of long experience is reflected in the dignity and beauty of the appointments one finds there.

LEON V. BECKER

THE field of insurance—life insurance particularly—is extremely vital, having the close relation it does to human welfare and human happiness. It is therefore obvious that any insurance man who is willing to subordinate personal gain to integrity of purpose, who would rather advise the client correctly than merely to sell him a policy, is a decided factor in promoting the well-being of the community. Such a man is Leon V. Becker, one of Chicago's best known and best liked insurance operators. He was born on December 10, 1868, in Warsaw, Indiana, the son of Leopold Becker, and Caroline Becker. His father was a merchant. His sole education was secured in the grammar schools. He began as cash boy at the stipend of three dollars per week and throughout his busy career he has always entertained an ambition to become a doctor. When he was nineteen years old Mr. Becker came to Chicago, arriving in May, 1888, and secured a position with Mandel Brothers in the capacity of salesman. But it was not in the field of department store salesmanship or in his subsequent activities Mr. Becker's selling ability was destined to manifest itself. Instead it was in the insurance business, which, some time later, he entered.

On December 19, 1895, Mr. Becker was married to Miss Jeanette Norden, daughter of Rabbi Aaron and Roseline Norden.

It is not to be supposed, however, that Mr. Becker's career in the insurance field was merely a routine matter. For many years Mr. Becker was one of the most successful men in the advertising specialty business, having an extremely broad connection, but the great World's War had a blighting influence upon Mr. Becker's business, causing him deep financial losses and eventually undermining his health. It was a blow such as most men go down under not to rise again. But although Leon Becker "took the count" he was not "knocked out." Seriously ill for a long time, his recovery despaired of, his business prospects dim indeed, he lay, during many weary months, thinking of ways and means of re-establishing himself.

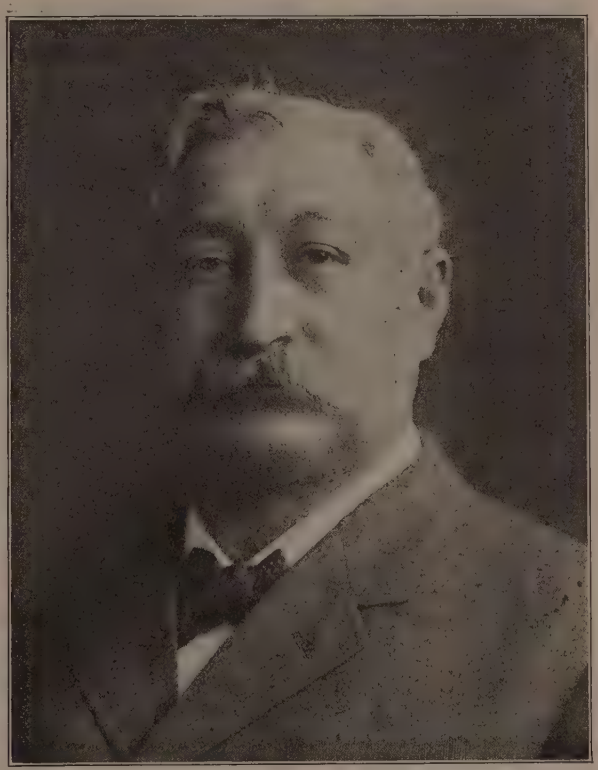
When he had fully recovered his health he set out with characteristic vigor to establish himself anew. And the fact that, starting in middle life, Mr. Becker has made a more than remarkable record in the insurance business is an undeniable indication of his fortitude of character and his extraordinary ability. Mr. Becker did not start in the insurance field until after he had made a careful study of insurance in the broadest sense and when he completed his survey he then "cast the die" and determined to be more than a mere solicitor; to advise as well as to sell, to help as well as to profit. Those with whom he does business appreciate the soundness and the integrity of his counsel and the wide stock of information upon which his judgment rests. Few are so wealthy that insurance is not a vital factor in the security of their families and their own peace of mind; consequently Mr. Becker is a true benefactor to those with whom he comes in contact, advising each one as to the form of policy most suitable for his individual needs. It is his hobby, as he calls it, to assist young men just out of school or college.

Mr. Becker has several outside interests, among them work with civic organizations. He is a member of the Standard Club, City Club, Ravisloe Country Club, Elks, Geographical Society of Chicago, Art Institute, Field Museum, Moose, and I. O. B. B. Mr. Becker is a member of the Sinai and K. A. M. Temples, and is a non-partisan in his political adherences. He is fond of reading, particularly works on history. He is also widely travelled.

Mr. Becker has offices in the Illinois Merchants Bank Building and resides at the Shoreland Hotel. It has been said in jest that insurance men are seldom popular, but Mr. Becker is a living refutation of this charge.

ADOLF STEIN

A CITY consists of buildings, of boulevards, of parks, of schools, of factories, but more than all these it consists of MEN. And it is the calibre of a town's citizenry more than anything else which determines its merit in the eyes of the world. It is for this reason that Chicago has every right to be proud of such sterling characters as Adolf Stein, for they it is who set the tone of the community and earn for Chicago the fine repute which it so justly enjoys. All those who knew Adolf Stein—and their name is legion—appreciated the splendid integrity of his character, the whole-hearted genuineness of the man. One has but to look at his photograph on this page to see written on his countenance the kindliness, the frankness, the straightforwardness which he manifested in every act of his life.



He was born in Bohemia, Austria, on September 27, 1853, the son of Simeon Stein, merchant, and Hannah Lederer Stein. He attended the small town school until he was thirteen years of age when he was obliged to go to work. Although unable to enjoy the advantages of a high school education or a collegiate course, he nevertheless furthered his cultural training by reading and taking business training at home. His first employment was as distiller and rectifier.

After having finished his brief schooling Mr. Stein came to Chicago in the year of 1867 where he became employed by an uncle named Joseph Stein working for his room and board. When he was eighteen years old he left the employ of his uncle and went into business for himself. In 1874 Mr. Stein was married to Miss Emma Freiler, daughter of Joseph Freiler and Maria Bachrach Freiler. Nine children were born to them, namely, Sam A., Benjamin F., S. Sidney, L. Montefiore, Irving F., Milton W., Rose, Carrie, Lucille and Ruth.

Mr. Stein's business interests were several in number: he was president of Stein Brothers, Incorporated, vice-president of the Art Wall Paper Mills, vice-president of the Calumet Distilling Company and vice-president of the Monarch Brewing Company.

Throughout his entire business career Mr. Stein was respected by everyone who had the privilege of dealing with him for his rigid scrupulousness and firm adherence to the highest standards of commercial enterprise. Mr. Stein was much devoted to the traditions and activities of his race, being affiliated with the Zion Congregation (Jewish) of which he was director and treasurer for many years. He was also fond of religious books having read a great deal along that line. Mr. Stein was also an ardent equestrian, riding and driving being his favorite recreations and he always kept fine horses. He was exceedingly conscientious in the matter of keeping up to date on civic problems, being at all times well posted on matters political. He was an adherent of the Republican party.

Mr. Stein was an acknowledged leader in his line of business, being frequently sought out by his colleagues for information. He belonged to the Standard Club, to the Lakeside Club, to the Illinois Athletic Club, B'Nai Brith, Chicago Lodge, and A. F. & A. M. He was a generous contributor to the Associated Jewish Charities and also made numerous donations to private institutions and to deserving individuals.

Among the early friends of Mr. Stein were Judge Adolf Kraus, Levy Mayer, and William Taussig. He was widely travelled in the United States but, curiously enough, he never left this country after his arrival here in 1867.

Mr. Stein died in 1919 at the age of sixty-six. He is survived by his widow and children, among the latter of whom are Benjamin and Montefiore Stein of Stein, Alstrin & Company, prominent La Salle stock and bond concern. In his children and in the memory he leaves behind him Mr. Stein remains a strong and beneficent influence.

CHARLES ALBERT COMISKEY

"COMISKEY PARK, Home of the White Sox"—it is one of the most famous spots in Chicago. There are certain days when a casual visitor might swear that Chicago's center of population was around Thirty-fifth Street and Shields Avenue, whither so many thousands of baseball fans wend their way of a sunny holiday afternoon.

The "Old Roman," as he is known all over the country, was born in Chicago on August 15, 1859, the son of John and Mary Comiskey. His father was a banker, alderman, and city clerk. Thus, by birth and heritage, as well as by achievement Mr. Comiskey is genuinely a Chicagoan.

He was educated in the public schools of Prairie du Chien, Wisconsin; St. Ignatius College, Chicago; and St. Mary's College, Kansas. When still in his 'teens Mr. Comiskey inaugurated his long and distinguished baseball career as a player with the Milwaukee Club in 1876. He first attained to wide renown as captain and manager of the St. Louis Browns, for which team he won four consecutive championships during the years 1885 to 1888. After Mr. Comiskey's last pennant there, it took St. Louis thirty-eight years to achieve this feat.

Charles Comiskey was one of the organizers of the Western League which subsequently developed into the American League. In 1900 Mr. Comiskey organized the Chicago White Sox, becoming its first and only president. From that time to today he has been a prime factor in every progressive move in baseball. A staunch advocate of clean sport, and a man of puissant influence he has been an exceedingly beneficent force in the fostering of fair play in the National Game.

The first pennant ever contested for by American League Clubs was won by Mr. Comiskey's White Sox at the start of the century. In 1901 it was the same story the White Sox coming back strong to hold their championship. Again in 1906 victory perched upon the Comiskey banner. That was the year when the light-hitting White Sox were dubbed "Hitless Wonders." After winning the American League flag, the Sox had the powerful Cubs to face in the World Series. The American Leaguers, opposed by one of the most potent teams in baseball were not conceded a "look-in." Yet, imbued with the aggressive spirit that Mr. Comiskey has always demanded of his teams, the White Sox completely upset the "dope" bringing the championship of the world to Chicago's South Side.

There followed some pennantless years. Then in 1917 an invincible team, led by such brilliant players as Eddie Collins, Joe Jackson, Red Faber, Eddie Cicotte, Buck Weaver, Ray Schalk and Hap Felsch, nosed out Boston in a hot race and vanquished the New York Giants for another world's championship.

In 1918, the short season of the war, Mr. Comiskey had his players drilling in uniform before every game. In 1919 the irresistible White Sox machine again flattened opposition, winning its fifth pennant. But, though odds-on favorites, they sank to defeat before Cincinnati. Ugly rumors began to circulate. An authoritative note crept into these rumors. Mr. Comiskey could have ignored all inuendos in default of absolute proof. But that was not the Old Roman's style. The minute he became convinced that the rumors might be true, he suspended every man under suspicion.

But "Commy" isn't through yet. He is determined to see the championship flag flaunt again from the old flagpole.

September 30, 1882, Mr. Comiskey married Miss Nan Kelly of Dubuque (now deceased). Their son, John Louis, is active in the affairs of the White Sox. Mr. Comiskey is a Democrat. His clubs are the Illinois Athletic, Chicago Yacht, South Shore Country and Edgewater Yacht Clubs and Elks. He says his favorite recreation is baseball.

JOHN LOUIS COMISKEY

HARD indeed is the road of the sons of the great, yet John Louis Comiskey has never deviated from his ruling interest in life—baseball. To a less brave soul than John Louis' the only roads open to life work would have been roads other than those his father travelled so gloriously. But John Louis Comiskey liked baseball with a passion that was hereditary and that was enhanced by environment. Baseball was the dominant motiff of the family life when he was in his cradle. Baseball was the thing his boyhood ambitions built themselves around. Baseball was his work, his play, at once his vocation and his avocation. So baseball has remained his profession in mature life.

And those who know the son,—their number is legion—will testify and do testify that John Louis Comiskey has won the handicap race—that he himself is a figure in baseball despite the fact that the towering figure of "The Old Roman" may cast a shadow of startling length across the baseball diamond of his ambitions.

John Louis Comiskey was born in Dubuque, Ia., August 12, 1885. He is the son of Charles A. Comiskey, "the Old Roman," who has written his name in such large and glorious letters across baseball history. His father's father organized the White Sox. His father led them to such a tune that their name and his name will live as long as capitalists and clerks gather in the bleachers and swap stories about the good old days and as long as cheers and boos, hand claps and cat calls emanate from the loaded squares around the diamonds of the great American pastime.

It is not recorded that the first word young John Louis learned was ball. But it must have been. When he grew up to school age he was placed under the tutelage of the Christian Brothers in Chicago. It is again not recorded that baseball ranked high in the class rooms of the Christian Brothers, but it is certain that everything picked up in the class room by John Louis was merely an extraneous fact or something related in a minor capacity to the one thing that mattered—the business of pitching, catching, batting, running—in fact again baseball.

And in the days off from school when the lad could see his father and his father's outfit in action, there was a thrill—a thrill that made the choice of a life career inevitable.

So baseball it was. And John Louis Comiskey today is treasurer of the Chicago White Sox, "The Old Roman's" club.

No more eloquent testimony, perhaps, can be here produced of the success that the younger Comiskey has made, than an account of his wedding. Of course one can call into the case the multitudes at Comiskey park and the unfailing popularity of the "Sox" that has withstood crises that might have wrecked another club. But the wedding was a testimonial unique and in addition was the one time of record when John Louis Comiskey plays "inside baseball" with his friends on the outside.

John Louis was married September 29, 1913, to Grace E. Reidy, daughter of Thomas J. Reidy of Chicago. Thousands of friends knew of the wedding and knew that the bride was a member of Our Lady of Sorrows parish. It was a multitude that the church could not hold. It waited from five P. M. until seven P. M. In the meantime the couple were quietly married, among relatives in the Newsboys' Home, not far away.

And though the joke was on the crowd, the crowd laughed and liked John Louis Comiskey the more.

The Comiskeys have three children, Dorothy E., Grace L. and Charles A. Comiskey II. John Louis is a member of the Olympia Fields country club.

His duties in connection with the annual training trip of the "Sox" take him to many cities, and it is no exaggeration to say—"He has friends in every port."

CHARLES MICHAEL POSTL

CHARLES MICHAEL POSTL is a maker of the makers of Chicago. This Chicago of our day—this roaring, bolting, multitudinous community with its ever increasing rush, its ever increasing demands upon those who are to emerge from its rank and file—this Chicago of today is a different city from the growing town of our fathers and its men must be differently equipped to carry out its destiny and their own careers. Charles Michael Postl is outstanding as a man who fits men to this new environment by equipping them with sturdy bodies, clear eyes and quick thinking brains—qualities that the very conditions of life bestowed upon the early Chicagoan.

Son of a physician and grandson of a professor of surgery, Charles Postl has applied in prevention of illness what his forebears learned in the cure of disease.

Charles Michael Postl, president of Postl Incorporated, and general director of Postl's Health Club, was born in Vittenc, Austria, December 8, 1885, the son of Leopold and Katherine Postl. His grandfather, Carl Postl, was a distinguished professor of surgery and his father a physician. He was early taught the care of his body and urged to its most complete development. As a boy his great ambition was to become a wrestler. This ambition was realized, but as part only of a general scheme of bodily development which he made popular in the city of his adoption. Educated in the grammar and high schools of Vienna and the College of Physical Education there, he crossed the Atlantic and settled October, 1908, in Chicago, where he became a trainer in Simon's Health Institute. So well did he know the human body and how to build it that six months later he was made head of the training department of the institute. His reputation as an expert in his all important profession in these days of "modern skyscraper cliff dwellers" enabled him to establish his own institution and assured its prosperity.

A vehement advocate of outdoor exercise and a lover himself of wrestling, hunting, fishing, horseback riding and golf, Mr. Postl has not allowed his body to flourish at the expense of his mind, knowing that a clear mind is the greater proof of physical soundness. He has traveled a great deal in Europe, China, Japan and parts of Africa, and is the possessor of a distinct literary taste, classing as his favorite authors Goethe, Jack London, Darwin, Huxley and Ingersoll.

He is non-sectarian in religious conviction and a Republican in politics.

In February, 1913, Mr. Postl was married to Charlotte Brandon. Mrs. Postl died April 30, 1914, leaving one son, Charles B. Postl. Mr. Postl married in 1923 Florence J. Murphy.

His love of out door sport makes Mr. Postl a frequent visitor at country clubs and a favorite partner. He is a member of the Medinah Athletic, Medinah Country, Beverly Country Clubs of Chicago; the Chicago Country and El Quistidor Clubs of Valparaiso, Florida. He is a Mason, being a member of Blaney Lodge, A. F. & A. M., Lawn Chapter, R. A. M., and a member of Medinah Temple. He is also a member of the Elks Lodge.

Knowledge of the way animals live, and observation of the relationships of humans make him a devoted apostle of the creed of fair play to all. He carries the obligations of this creed into his daily life in the teeming city and makes a very profession of helping Chicagoans to give their own bodies fair play by keeping fit through exercise.

History may not record as great deeds the acts of Charles Michael Postl's career, but many deeds performed by others may be traced back to him as the man who made possible the accomplishment of purposes by those whose physical director he has been. Helping others to help themselves to a finer physical fitness is surely a vocation that should give one joy in his work.

MILTON F. GOODMAN

MILTON F. GOODMAN'S career has been lived entirely in Chicago, which he has striven to make the most beautiful city in the world, and the most efficient. His love for his city and his phenomenal success as one of the "young" organizers and heads of business houses, are both typical of his life.

Milton Frank Goodman was born in Chicago, October 27, 1872, the son of Moses and Sarah (Frank) Goodman. His father was a hide merchant. An uncle on the mother's side, Mayer Frank, had won fame as a captain in the Civil war.

Young Milton gleaned what knowledge he could from a few years' study in the Chicago grammar schools and at an early age went to work as office boy for Selz Schwab & Company, shoe merchants, at $4 a week. His entire business and industrial life has been connected with men's clothing ever since. He began as office boy in 1886 and stayed with the "job" for two years, in which time he picked up enough knowledge of men's clothing and Chicago business to become the Chicago representative of eastern manufacturers. For twelve years he followed this line of activity and was pre-eminently successful, but he had always felt that he should be in business for himself—that he was overlooking opportunity by devoting his energies to business that belonged to someone else.

Accordingly, in 1900 he organized the Reliance Manufacturing Company, makers of men's work clothing, including the famous "Big Yank" shirt. From the first the venture was a great success. Mr. Goodman has been president of the company since 1914. He is also vice president of the Sterling Company and the Warner-Randolph Company, which operates clothing stores throughout central Illinois.

But Mr. Goodman's industrial success, striking as it is, is only half the story. From infancy, almost, he has been possessed of a deep love for the city of his birth. Growing up in a neighborhood where men of various races meet to make this city, he has dreamed of its future grandeur and in mature life has striven to hasten its destiny as the greatest of Twentieth Century metropolises. As a member of the Chicago Plan Commission he has given generously of his energy and his time to making Chicago physically more beautiful and more efficient—to increase its traffic capacity, to beautify its boulevards. Of late his civic duties have been increased by his appointment as a member of Mayor Thompson's committee of three hundred.

Mr. Goodman was married October 14, 1902, to Sadie Louise Benjamin, daughter of Louis Benjamin of Chicago. The Goodmans have three children, Marion L., who is now Mrs. Herbert G. Mayer; Elisabeth, the wife of Richard Mayer, and Jane. The last mentioned are twins, born August 6, 1908. The Goodman residence is in Glencoe, Illinois.

What time Mr. Goodman can spare from his many labors devoted to Chicago, he occupies with golf and travel. He is Jewish in faith and in politics is an independent, throwing his influence and casting his ballot on the side he thinks more fitted to handle the destinies of the commonwealth.

Mr. Goodman is a thirty-second degree Mason, and a Shriner. He is a member of the Standard and Lake Shore Country Clubs, having served as president of the latter for eight years.

To such self made men as Milton F. Goodman, Chicago owes its vitality, its ability to come back after a great loss, its place in the foreguard of progress. Starting life without the advantages others had he didn't waste time sulking about the handicap but went to work and removed it. Success attained, he did not revel in self-satisfaction. He bent his energies to making the city a better place for youngsters starting today as he started years ago.

ROBERT STAEDTER

THE NEXT time you go to the opera or to the theatre of a winter day, and see the wives of the rich slipping into the sleek luxuriance of a Russian sable, silver fox, or chinchilla coat, you will not improbably be admiring the handiwork of Robert Staedter. For since 1905 he has been one of Chicago's quality furriers, his establishment having become one of impressive magnitude and reputation.

Robert Staedter was born in 1864 in Leipzig, Germany, the son of August Staedter, a mill owner. His early education was received in the public schools and high schools of his native country. When he was only seven years of age the Franco-Prussian War burst forth, enlisting six of his brothers in the army of the Germans.

Mr. Staedter's first employment was as an apprentice in the fur business. Anyone who has examined the intricate stitching, the subtle matching of pelts in a high grade fur coat will appreciate that the furrier's art is one requiring years of diligent practice and study, a keen eye, sound judgment and a considerable fund of experience in the details of the trade. Consequently, it is hardly surprising that in those days of long apprenticeship and exacting study, Mr. Staedter should have received his first wages only after three years of service. Imagine, if you can, a young American of today having to work for three years before receiving a stiver for his labors! Yet even after those three years Robert Staedter was paid only twelve marks (about three dollars) per week, a sum which would be hardly sufficient today to keep his office-boy in lunch-money.

In 1886 Mr. Staedter came to Chicago, securing a position with A. Bishop & Co. His first advance was to become manager of the fur department of one of the largest department stores in the country, Carson, Pirie, Scott & Co. He remained in this responsible position for fifteen years, during which time he became well-known for his skill and good taste in questions of fur.

In 1905 he decided to establish his own business, locating at 31 South State Street, where he remained for ten years. After a decade at this location he removed to his present quarters in the Stevens Building at 17 North State Street, the mecca of hundreds of Chicago's smartest women who would for fur coats a-shopping go.

Mr. Staedter's present success as manufacturer and retailer of furs he ascribes partially, at least, to the rigorous training he received during his youth. For not only in his apprenticeship did he receive his training, but association with older people during his boyhood in night school education in Chicago gave him contacts.

In 1887 Mr. Staedter married Miss Anne Bohn, daughter of August Bohn. The Staedters have two daughters, Alma (Mrs. Charles Werner), and Elsie (Mrs. Charles Rothe).

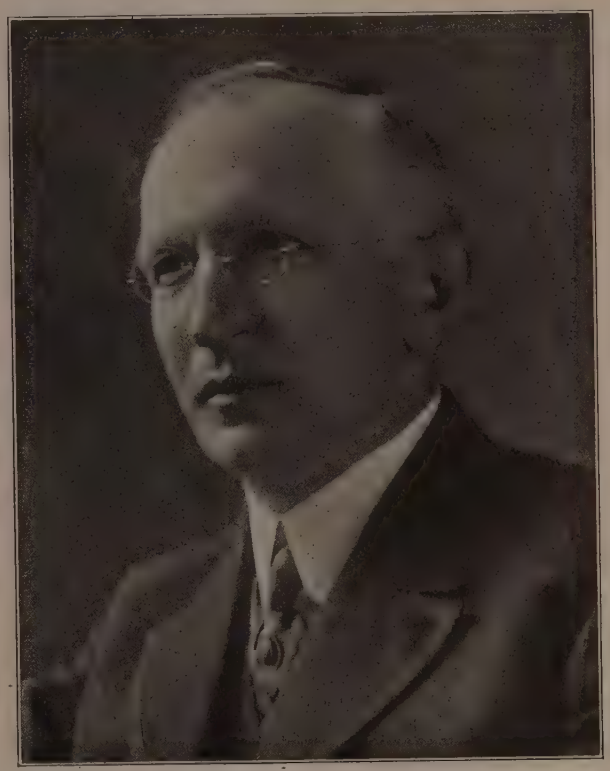
Mr. Staedter is a Protestant, and in politics a Republican. He has traveled extensively in Europe. His preferred forms of recreation are bowling, billiards and fishing. He is a member of several organizations which include the Odd Fellows, the Chicago Association of Commerce, The Edgewater Athletic Club, and the Art Institute in which he holds a life membership.

Mr. Staedter is described by his intimates as being a man of exceedingly genial temperament, extremely sociable, and very kindly in demeanor and in actuality. He knows furs as few other men in Chicago know them, possessing an infallible judgment both in selecting pelts and in having them tailored to conform to Madam's exacting requirements. Like all superior workmen, Mr. Staedter is very proud of his craft, and in turn his patrons (who are also his friends) are glad of the privilege of doing business with one of Chicago's foremost furriers.

GEORGE WASHINGTON PAULLIN

HISTORICAL ancestors and atmosphere play a large part in the character formation of the adolescent. In both the American Revolution and The War of 1812 George W. Paullin's maternal ancestors played their part; his father's family were Quakers, and from them he received much of the stability of character that has distinguished his work.

Philadelphia, Pennsylvania, the birthplace of democracy, was also his. He was born on July 17th, 1864. He was a public school graduate of Philadelphia, also a student in various private institutions. In 1892 he graduated from the Chicago College of Law and in 1893 he received from Lake Forest University the degree of LL. B.



Three dollars a week was his first salary. For that sum he performed various and sundry tasks on the Medical and Surgical Reporter, Philadelphia, of which Dr. Daniel Garrison Brinton, eminent Ethnologist was editor. Dr. Brinton was a worthwhile influence. Subsequently he learned the fur business in Philadelphia and came to Chicago in 1885. He secured work with Charles Gossage and Company as Assistant Buyer, later being Manager of the Fur Department of James H. Walker and Company, and holding this position from 1886 to 1893. His knowledge of the fur business was growing steadily and in 1899, he started his own business, and engaged in the importing and manufacturing of furs until his retirement from the business in 1927.

On the second of February 1886 he married Mary Hamilton Garwood of Jersey City, N. J., daughter of Hamilton Cushman and Mary Ann Garwood. Their three daughters are Frances Anne (Mrs. Claude B. Schneible), Laura Virginia, and Louise Elizabeth. Their family residence is at 1908 Sheridan Road, Evanston, Illinois.

Mr. Paullin has long been identified with the Republican Party.

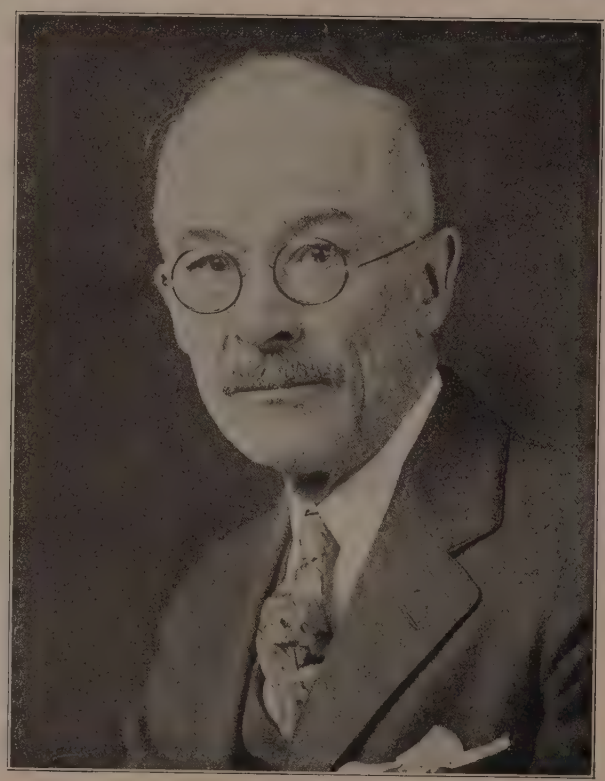
Although occupied with business problems he did not neglect his civic duties. In 1897 Mr. Paullin served as secretary of the Committee of the Civic Federation which was instrumental in accomplishing the defeat of the Humphrey Street Railway Bills. He was elected a member of the Republican County Central Committee in 1898, in this capacity he served twenty years, was elected a trustee of the Sanitary District of Chicago in 1905 and for his good service was re-elected in 1908 and 1914, completing in all fifteen years. He was elected in 1910 a member of the Republican State Central Committee for the tenth Congressional District of Illinois. He gave eight years to that duty. In his home town of Evanston he was a director of the library for ten years. During the war he gave his time unreservably in all war funds and Liberty Loan drives. His club membership is counted in the Union League Club of Chicago and the Evanston Club and Elks. His contributions toward the government and safety of the city and state are evidence that he always worked for a purpose, the one in which he believed. His reasonable and intelligent sensibilities have been well used in his collection of source material on American History. Since his boyhood days the beginnings of American History have contained a wonderful fascination for him. It is seldom that a man retains his hobby of boyhood days, but Mr. Paullin has managed to do this with an intensity that has grown through the years. His Americana collection is very important and well known, especially central and western history and the Lincoln period, for a great amount of patience and energy has gone into the work. Mr. Paullin is always seeking available material that will add to or fill out his much valued collection upon which he has lavished his time and care.

Mr. Paullin has traveled extensively through Europe, visiting all its principal countries and historical places.

WILLIAM G. McLAREN

AMONG those members of any community who are especially deserving of respect one finds not only the merchants, the lawyers, and the bankers, but also those who, by excelling at a handicraft, by offering their fellow townsmen a work of rare skill, achieve a manifest distinction in their chosen line of endeavor.

Such a man is William G. McLaren. Mr. McLaren knows furs and fur products—knows them as few men do. To him a beautifully constructed fur coat is as much a work of art as a magnificent symphony is to a great composer, as gripping drama is to a playwright, as an exquisitely wrought article of jewelry is to a jeweler. Both by training and by inheritance Mr. McLaren is a furrier to his fingertips.



He was born in Ottawa, Canada,—a fact significant in itself as regards his profession, for Ottawa is located up in that region where the trappers once stalked their prey,—where a century before the coureurs de bois had made their livelihood by trading and selling the valuable pelts they secured.

The date of Mr. McLaren's birth is February 1, 1867. He is the son of John R. and Catherine (Needham) McLaren. Regarding a vocation it was clearly a case of "like father like son" for the elder McLaren too was engaged in the fur business. He, however, was a dealer in raw furs. Nevertheless, the advantage of hearing furs constantly discussed in the home, just as a lawyer's son is more or less familiar from childhood with the cant and the procedure of the legal profession, and as a farmer's boy is steeped in the lore of tilling the soil and harvesting the crops, served him in good stead, providing an invaluable background, a heritage that was to prove its worth later on in life.

Mr. McLaren obtained the average education, first attending the grammar school of the public school system, and later completing a course in the public high school. Instead of continuing with his educational pursuits, Mr. McLaren went to work upon graduating from high school. Although omitting to continue his formal schooling, he did not relinquish his interest in things cultural, however, by any means. Mr. McLaren's reading, for example, consists principally of ancient and medieval history, of which he is exceedingly fond.

In June, 1893, Mr. McLaren was married to Miss Helen M. Bottum, daughter of W. A. Bottum. The McLarens have five children, three daughters and two sons. Their names are: Dorothy, Marjory, Wesley, Alfred, and Catherine.

Four years after his marriage Mr. McLaren and his family removed to Chicago, where he secured employment with Carson, Pirie, Scott & Company—in a minor capacity. The following year—1898—he was given his first promotion, being put in charge of the receiving department of that establishment.

Eventually, however, he worked his way up the business ladder to a position of importance, where his knowledge of, and aptitude for, the fur business again came into play. In Chicago as elsewhere there are plenty of men who know something about furs. And in Chicago as elsewhere, again, there are comparatively few men who know furs thoroughly, from the ground up, or, to vary the metaphor, from the hide out.

Subsequent to being employed by Carson, Pirie, Scott & Company Mr. McLaren formed an association with Mr. Robert Staedter, another of Chicago's leading authorities on furs, an association that was destined to be an apparently permanent one.

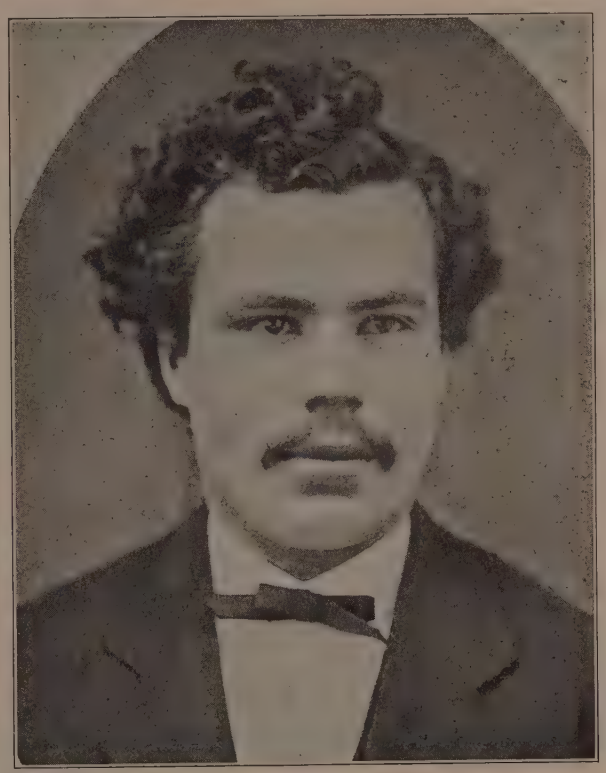
Mr. McLaren is a member of the Ravenswood Methodist Episcopal Church. His close devotion to his business has prevented him from such activities as travelling abroad or holding office; Mr. McLaren is Republican in his politics, however. In his present capacity as Vice President of Robert Staedter, Inc., he is widely known among all true connoisseurs of fur-pieces.

PETER SCHMIDT

"THERE'S a new herd at the stockyards" says one Chicago citizen, sniffing.

"Yeah," drawls another turning his face "I just got wind of it!"

Thus, according to local humorists, Chicago regards its stockyards. Actually Chicago realizes that the meat packing industry is one large reason why this is the second city of the United States, and that it is not nearly as odoriferous as might be expected considering the vast operations carried on.



Peter Schmidt was a pioneer in this industry. For twenty years his store at Thirty-fourth and State streets served the same customers. When Peter died in 1895, the store kept on.

Born in Frankfurt am Main on August 20, 1847, where his father Heinrich was a hotel manager, Peter did not reach Chicago till 1865. He had had a common school education and knew that for all else he must rely on his own efforts. His first position in Chicago was clerk for Jacob Koch, a meat packer located north of the Grand Pacific Hotel. He left this employment to open his own store at Hubbard Court and State Street, but soon removed to 31st and Arnold (now LaSalle Street).

Apparently he prospered for in 1872 we find Peter marrying Theresa, daughter of Anton and Maria Richard. Six children were born to them, and these grew up to know their father as an honest, hard-working man, who liked a social game of cards, enjoyed the theatre, and sometimes took his family driving in the buggy or carriage.

Peter was affiliated with the Salem Evangelical Church. Apparently he never sought any church or public office, but contented himself with quietly helping in such cases as came under his notice. He belonged to fraternal and athletic societies and the Order of Odd Fellows. Perhaps he entertained his cronies with stories of his travels, for Peter had roamed extensively in Germany, France, Austria, Switzerland and England. He told no stories of family traditions or distinguished ancestors. If there were such, he did not know them or did not care to boast. Peter stuck to his job—for twenty years, in one location.

Not an exciting life, perhaps, but certainly a useful one. What are we to say of him and all his ilk, the quietly substantial citizens who form such a large element in the population of any city? In the case of Chicago and other pioneer towns, such men gave the city one thing it needed considerably—stability. All through the aftermath of the Civil War, through riots and rumors of gold and the great fire, Peter carried on. Never brilliant perhaps, but always dependable. However much the adventurers may roam and the prophets rave, there is always a certain amount of good hard prosaic work to be done. Peter and his kind did it, uncomplainingly. If they ever thought of the advantages of many labor-saving devices we enjoy they kept right on with the work until the inventors got on the right track. If they were not satisfied with their daily grind, they thought of the hundreds needing meat—and sharpened a cleaver.

If Peter ever wanted to continue his travels, he also wanted to bring up his family—and the family came first. Or he wanted to help out a neighbor or take on a new line of sausages. There was always something to be done now. The peculiar genius of people like Peter Schmidt lay in making every hour count for something besides aspirations.

Chicago has a Steuben society today. People of German descent figure prominently in the city's social and industrial activities. But the German American has come to be known as a faithful worker—and it is men like Peter Schmidt who won him that reputation.

Prosaic Peter Schmidt—he was a great success in his way—probably he never suspected it. If he had he might have been embarrassed.

HAROLD NAT SELLING

DISTINGUISHED in both "the arts of war and peace" is Harold Nat Selling, one of the legion of rising young Americans who left business, career, home, and family to face the Kaiser's bullets in defense of flag and country. Mr. Selling was born in Detroit, Michigan, on the 26th of August, 1895.

Mr. Selling's education was secured in public and prep schools. His youthful ambition, to be a doctor, was never realized, his very first job being as errand boy for a Detroit jewelry concern—salary, a dollar and a half a week, and his subsequent positions being all of a commercial nature.

On October 18, 1917, he entered the United States Army at Camp Custer as a private in the infantry, where he was assigned to Company "C" of the 11th Machine Gun Battalion. He was discharged from the same battalion on August 12, 1919, at Chillicothe, Ohio. In the meantime he saw—and participated in—some exciting action; serving overseas from May, 1918, to August 1, 1919, he took part in the following engagements: Aisne-Marne, Belleau Wood (immortal in American history), Meuse-Argonne, the famous Somme offensive, Soissons (renowned in poem and story), St. Mihiel (where American soldiery showed what it was made of), Verdun, and Vesle. It was a magnificent record indeed; any one of these battles shed fame upon the participants. But to have seen action, not in just one, not in two, but in all of them is the hallmark of heroism indeed!

During his overseas period Mr. Selling traveled through France, Belgium, Germany, Alsace Lorraine, Switzerland, and Holland. Nevertheless it was with considerable satisfaction that he finally returned to the land of his birth. About sixteen months after his return he married Miss Evelyn Schultz, daughter of Maurice and Hermina Schultz —on December 26, 1920.

In 1923 Mr. Selling arrived in Chicago, where he became district manager of the Club Aluminum company, a firm whose wide-spread ramifications are testimony to its importance to industry in general and to Chicago in particular. On Christmas, 1924, Mr. Selling secured his first promotion, since which time his rise has been almost sensational. Mr. Selling is a Mason and member of several clubs. In politics he is a Republican. He does charity work through numerous sources, of which, however, he seldom mentions.

His reading includes some fiction and poetry, but his favorite books are biographies of past and present business leaders, history, and the best books obtainable on business theory and practice. Mr. Selling's usual recreations are golf, swimming, and gymnastics, less thrilling occupations than swapping bullets and bayonet thrusts with the enemy, but in many respects to be recommended over the more hazardous form of endeavor.

Despite his brilliant war record, Mr. Selling consistently refuses to "pose." One of the ablest young executives in Chicago, he has that unassumed modesty which so clearly stamps men of superior capabilities.

Mr. Selling at present occupies the exceedingly enviable post of Vice-President and General Manager of The Club Aluminum Company; Vice-President and Secretary of Burnette, Clutter, Selling & Company; Vice-President of the Business Developers Company and Vice-President and Treasurer of the Manship Printing Company.

To achieve distinction in one line is rare enough. Either by reason of his admirable war record or his having attained a high position in the commercial world at a comparatively youthful age Mr. Selling may be regarded as one of those men who are "favorite sons" of Chicago. When doing one's bit for the nation is brought up, Chicago can point with pride to men like Harold Nat Selling.

MAURICE HENRY GOLDBLATT

IN THE case of Maurice Henry Goldblatt it is difficult to say by just what one would identify him. Not because he lacks distinction, but on the contrary because he has gained it markedly in several different fields. On one hand he is a very fine concert violinist; on the other a bank director. And again he is art expert of international repute, composer, hand-writing expert, chemist, and physicist. However, it has been through the medium of art and the violin that he has drawn the interested attention of that vast audience, the public.

Born in Reval, Esthonia, May 30, 1883, Mr. Goldblatt is the son of Joseph Eli and Rose Olga (Brin) Goldblatt, the former's trade being that of designer. Brought to America at the age of four, young Maurice when only thirteen gave his first violin concert as a soloist at the old Expositions Building in St. Louis. The year 1908 saw him as concertmeister of the Italian Grand Opera Company in New York, and the next year as that of the Chicago Philharmonic Orchestra. A post-graduate of the Chicago Musical College he has been an instructor in violin there since 1910. From 1915 to 1919 he was the first violinist of the Chicago Opera Association, and since that time has been the director of the Sinai Symphony Orchestra. His compositions for the violin have been played with success by players of note.

His studies in the field of art have been extensive and profound. He has pursued them at the Art Institute of Chicago and in Paris and Rome. Five times has he been abroad for this purpose. The details of his discoveries in the field of "Connoisseurship" are just as original and fascinating as those in our favorite detective stories. Some of his most startling have been with pictures supposed to have been painted by Leonardo da Vinci but many of which he accurately and conclusively now attributes to da Vinci's pupil Andrea Salaino. He keenly observed that certain shadings and drawings of the hair were made in one direction by a left-handed man and in another by a right-handed one. And as da Vinci was left-handed he was able to make such brilliant discoveries that the French nation made him an officer of public instruction. For works of similar magnitude, such as authenticating da Vinci's Mona Lisa, which was stolen from the Louvre and returned under such unusual circumstances, he has been made an officer of the French Academy and has been decorated by that government.

Mr. Goldblatt is the art expert for several New York and Chicago Art Galleries, and was able to prove by scientific analysis the authenticity of the portrait of Washington by Gilbert Stuart which was purchased by the Art Institute of Chicago.

In 1922 another side of Mr. Goldblatt, the daring side, was shown when he courageously descended into the crater of Mt. Vesuvius for the purpose of obtaining some photographs which turned out to be of fascinating interest.

Mr. Goldblatt's latest achievement is the rediscovery of the secret of the varnish and tone quality of a Stradivarius violin which he has solved after several years of research and experimentation.

Among his other activities he is a Director of the First National Bank of Berwyn; a member of the Business Men's Art Club, Sinfonia, Phi Mu Alpha Fraternity; a patron of the Phi Beta Sorority, and a Charter Member of the Washington Park Lodge No. 956, A. F. and A. M.

Mr. Goldblatt's library numbers approximately four thousand of the choicest and finest books, for it is only natural that literary pastimes should follow in the wake of his chief occupations.

As a faithful votary of Art, not only in its practice but in its appreciation and interpretation, Maurice Goldblatt stands out prominently among his fellow men, and it is therefore with pride that Chicago can claim herself the home of this artist.

JAMES S. ARCUS

IF ALL the theatre tickets used in Chicago any night were placed end to end, they would reach from the Loop to—James S. Arcus.

For the Arcus Ticket Company prints a great many of the useful little pasteboards. Since Mr. Arcus is also president of the Standard Check and Menu Company, he is evidently responsible for a larger share in Chicago entertainment than many of his patrons realize.

He was born here on January 7th, 1881, the son of Sinclair and Jane Arcus. His father had a general contracting and real estate business. Mr. James Arcus had the usual early education and later studied engineering for it was his early ambition to develop mechanical ability.

His first venture into business life was with the Paul Mench Company, printers and his first salary was $2.50 a week.

Mr. Arcus is fond of books of adventure, of golf and fishing. He is a member of the Association of Commerce and a guarantor of the Civic Opera. The First Baptist Church has him for a member, but in politics he declines to associate himself with any particular party—believing that he can best serve his community by remaining independent.

He is very active in Masonry. We find his name mentioned in records of St. Andrew's Lodge, 895 A. F. & A. M.; Englewood Chapter 176, R. A. M.; St. Bernard's Commandery 35, K. T.; Ancient Accepted Scottish Rite, Valley of Chicago; Medinah Temple A. A. O. N. M. S.; and Aryan Grotto, M. O. V. P. E. R. Other associations that interest him are the Elks Club and the North Shore Athletic.

It was on November 23rd, 1904, that he married Mae C. Morrissey, the daughter of Martin and Mary Cheaper. They have two sons, James S. Arcus Jr., and Robert G. Arcus.

Mr. Arcus is, or was, also connected with the Beaubien Specialty Company and the McFell Electric Devices Company. Apparently business and home life have taken up practically all his time, for there is no record of his having sought public office, or gone in for extensive travel.

At first glance there might not seem to be any special romance about printing thousands of theatre tickets or checks. Yet second thought tells us that these slips we hand over to be torn in half, must carry a great deal of detail. All of us have realized the importance of such printing when we found someone else in the seat we had carefully selected—and every business man knows that the printing of checks is a business fraught with responsibilities. Should a batch of checks go astray, or should some essential precautions be forgotten, clever crooks would be only too ready to take advantage of the slip.

Mr. Arcus says that he has no favorite charity, but anyone familiar with the many philanthropies sponsored by the Elks and the Masons will know that he must have contributed to the support of many worthy movements during his association with these organizations.

Probably it is also true that like everyone else in any way connected with the theatre, Mr. Arcus has many opportunities to assist with various benefit performances. Stage folk are usually among the most generous friends of the unfortunate—a fact sometimes overlooked by too-ardent reformers.

It takes all sorts of business to make up the industrial life of a city, and among the various types the quiet, substantial citizen has a place equally as important as that of his more spectacular brother.

Mr. Arcus seems to be just one more of those good citizens who attend to their own business and stabilize the community. Strangely enough, the general public takes good business effort so much for granted that it is usually only when something goes wrong that we give much consideration to those who do good work consistently. Then we realize what a lot these men really do for us.

JOHN BURKE

IT is a far cry from the hustling package boy of a small town hotel to the suave, well-groomed polished gentleman who affably nods and bows to the guests of the Congress Hotel. A far cry; yet John Burke made it.

Born at Harvard, Ill. on November 14, 1885, the son of Edward and Mary Burke, the former the proprietor of the local livery, sent fresh from the Harvard public schools into the commercial world, he recognized his vocation from the outset. He knew he wanted to be a hotel man. Accordingly, his first job was in the Walker House at Harvard. From there he went to Ayer's Hotel; thence to the Washburn Hotel at Waukegan; next to the Forgate at Elgin; and finally to the Congress Hotel in Chicago.

Needless to say, in those early days at the Congress, the name, John Burke, did not possess the same potent magic in the hotel office it now has. For Mr. Burke went to work in the package room at the monthly stipend of twenty-five dollars. Here it was that from early till late he wrapped parcels, checked packages, and possibly swept the floor now and then. When he read the name of some great celebrity—a famous opera-singer, an idol of the footlights, a political personage, a war hero, or a Wall Street magnate—a name that made all ambitious young men dream of fame and fortune, he must have yearned for the opportunity of actually meeting these great ones of the Earth face to face on equal terms . . . . His first promotion came when he was raised to the post of information clerk, and from then on, his progress was steady. He went all down the line—and it is a long line, with many people in front, at the Congress—until he became manager, and then finally Vice-President and Managing Director, his present capacity.

Now those boyhood dreams have crystallized into reality. When some world-famous stage star stops at the Congress, it is Mr. Burke's enviable task—if task it may be called—to provide him—or her—with a satisfactory suite. When prize-fighters movie stars, senators, millionaires, lecturers, and society belles arrive at the famous Michigan Avenue hostelry, it is Mr. Burke who urbanely greets them and arranges for their conveniences. The Babe Ruths, the Lenore Ulrics, and others in the spotlight have enjoyed the agreeable satisfaction of Mr. Burke's hospitable efforts.

In fact, a list of Mr. Burke's acquaintances might readily be laid next to a resumé of "Who's Who in America" without anyone's being able to detect much difference.

During the Great War, Mr. Burke, who had been in the Home Guard, with typical Irish Patriotism, enlisted; but he was prevented from going "over there" by his duties at the Congress. He finally saw the shores of Europe, under happier conditions, in 1925.

Mr. Burke is not married. (One is led to suspect that the privilege of eating his daily meals at the Congress may have something to do with his ability to avoid marrying "some nice girl who can cook"). He reads everything. He describes his fads and hobbies as anything and everything. Mr. Burke is a Catholic, is a free lance in politics, and belongs to the following organizations: the Lake Shore Athletic Club, the Midlothian City Club, and the Glen Oaks Country Club.

He is prominent in all hotel affairs, being known nationally in his capacity as Vice-President of the Congress. Package boy in 1894; Vice-President in 1927. A third of a century makes quite a difference.

Speaking of his accomplishment in modernizing the Congress hotel, and maintaining its World's Fair days prestige, H. L. Kauffman, president of the hotel company, paid a sincere tribute to his right-hand man, Mr. Burke. "I never could have done it," he said, "without his able assistance. He has been right on the job night and day."

MRS. EDWARD WEBSTER BEMIS

NO MENTION of women who, through their many activities, are sustaining the reputation of Chicago, would be complete without the name of Annie Sargent Bemis.

Mrs. Bemis was born in South Natick, Massachusetts, the daughter of George W. Sargent, a minister in the Congregational Church. She has behind her a long line of distinguished forebears. Her great-great-great grandfather on her father's side was Judge Nehemiah Strong, the first justice of the State of Massachusetts. On her mother's side was Lieutenant Colonel Eleazar Craft, who served in the siege of Louisburg and through the Revolutionary War. It is interesting to note that E. H. Sargent, her father's only brother, was the founder of E. H. Sargent and Company, the well known drug firm which was established in Chicago in 1852.

Annie Sargent Bemis graduated from Carlton College, Northfield, Minnesota, with the B. A. degree. After leaving college she spent a year in study and work with the Charity Organization System of New York City.

In 1889 Annie Sargent became the wife of Edward Webster Bemis, the eminent economist and consulting engineer in the field of Public Utilities. They have a daughter, Alice Bemis H'Doubler, and two sons, Walter Sargent and Lloyd Edwin Bemis.

Mrs. Bemis attributes her deep interest in and expert knowledge of civic problems, which she has used to such excellent advantage in her work, to her attendance year after year at national and international conferences, in association with Dr. Bemis, himself an astute and tireless student of economic and social conditions. They spent a number of years working with Mayor Tom Johnson of Cleveland, with the Consumers' League and other like organizations in New York City, and returned to Chicago in 1911, at a time when the women of Illinois were about to gain suffrage under the regime of Governor Dunne, and from this time forward Annie Sargent Bemis has been actively identified with Chicago's progress. Conducting citizenship classes weekly for eleven years in the Women's City Club, with ever increasing and enthusiastic audiences, the period of the World War found her ready.

Developing these classes, she, with able help, presented "The Gifts of the Nations" in colorful nationality groups, and soon became the Americanization Chairman, for Illinois, of the Council of Defense, conducting state conferences on naturalization, citizenship, and kindred topics. A Daughter of the American Revolution, she organized the Daughters for Americanization, and did it thoroughly. President of the Council of Foreign Language Women, the Fifth or Victory, Liberty Loan placed her in charge of Foreign Language Women's groups for the Seventh District.

The first woman elected to public office in Chicago, Mrs. Bemis is a pioneer of the present era. In 1922 the political field having claimed more and more of her active attention, she was nominated through the co-operation of prominent women and in November, 1922, elected to sit on the Board of Commissioners of Cook County—a city-wide vote being required. During her term of office cognizance of her activities, especially her resolution passed by the County Board for the re-apportionment of senators and representatives, gave Mrs. Bemis wide recognition.

Mrs. Bemis is a charter member of the League of Women Voters, a member of the Chicago Woman's Club, the Illinois Woman's Athletic Club and has been chairman of the County Board of the Juvenile Home.

The foregoing resumé of Mrs. Bemis' activities would richly entitle her to countrywide recognition, yet with all of the heavy duties entailed by her various offices she has found time to be a perfect hostess, an excellent housekeeper and a devoted mother.

JOSEPH HOLTON DEFREES

JOSEPH DEFREES can claim distinction from two sources: for what he is and for what he has done. Descended from distinguished ancestors, Mr. Defrees traces his lineage back to Huguenots who fled from France to Holland in the sixteenth century. Three brothers came from Holland to New York in the early part of 1700, of whom one of the descendants was the first Joseph Defrees of New York, a combatant in the Revolutionary War and great-great-grandfather of the present Joseph Defrees. Two generations later came Joseph H. Defrees who was a member of Congress in 1862-4.

Mr. Defrees' father, James McKinney Defrees (1833-1859) was a lawyer; salutatorian of his class at Wabash College, prosecuting attorney of Elkhart County, Indiana, at the time of his death; and founder and publisher of the Goshen, Indiana, "Times." His mother, née Victoria Holton, was the daughter of Nicholas M. Holton.

Joseph Holton Defrees was born in Goshen, Indiana, on April 10, 1858. He attended Earlham College, Richmond, Ind. and Northwestern University, from neither of which institutions he graduated.

His business career started in his native town in 1880 when he associated himself with John H. Baker, Joseph A. S. Mitchell, and Francis E. Baker, all three of whom subsequently attained to important judicial posts. In 1888 Mr. Defrees removed to Chicago, where at various times, he became a member of the following firms: Aldrich, Payne & Defrees; Defrees, Brace and Ritter; Defrees, Buckingham and Eaton. Mr. Defrees has practised law in Chicago, specializing in Corporation Law, since January 1888—over four decades. The esteem in which Mr. Defrees has been held in his own profession is attested by the fact that he was president of the Chicago Bar Association during 1910-11, and vice-president of the Illinois State Bar Association in 1910.

Even more significant, perhaps, than his legal honors, are the impressive public positions which Mr. Defrees has held from time to time. It is these which, added to his lineage, so amply justify the opening sentence of this biographical sketch. Among the posts of honor and responsibility which Mr. Defrees has occupied are: Vice-president of the Civic Federation, 1912-13-14; Director of the Chicago Legal Aid Society, 1912-13; President of the Chicago Association of Commerce, 1914; Vice-President of the organization, 1915-1919; Chairman of its Executive Committee, 1916-1919; President of the Chamber of Commerce of the U. S. A., 1920-1921 (a post of very considerable influence and nation-wide prominence); Member of the Unemployment Conference called by President Harding, 1921; and Member of the U. S. Section of the Inter-American High Commission, 1920-21. And to provide a fitting finale to this notable list, one need only mention the fact that Mr. Defrees has been decorated Chevalier of the Legion of Honor by the French Government.

Mr. Defrees was married to Miss Harriet McNaughton, daughter of Daniel McNaughton, a Buffalo, N. Y. shipsmith, on October 4, 1882 in Buffalo. They had one son, Donald Defrees, a lawyer.

Mr. Defrees was a Republican in politics, and adhered to no specific religion. He was a member of the National Institute of Social Sciences, the Academy of Political Science in the City of New York, and of these clubs: Metropolitan (Washington), Union League, Chicago, Mid-Day, City, Law Club, Camden Yacht Club, and the Megunticook Golf Club (Camden, Maine).

Mr. Defrees' favorite reading was history, biography, and travel; he was a great traveler.

As barrister and as citizen he was regarded with high esteem by all who are proud of Chicago's eminent men. His death occurred in February, 1929.

CHARLES LEE BRYSON

MR. BRYSON belongs to an old French Huguenot family which spelled the name "Brisson." One branch of this family fled France at the time of St. Bartholomew's Massacre and found refuge in the north of Ireland among the English and Scotch. His immediate ancestors came to America more than 200 years ago and settled in North Carolina.

His great-grandfather fought at Cowpens and King's Mountain in the Revolution, and his father, Lieut. James Neil Bryson, served through the Civil War in Thomas' North Carolina Legion, C. S. A.

His mother also is of French descent, a Hargis of the Tennessee and Kentucky Hargises, tracing back through the Chrisman and Francis families of Kentucky.

Mr. Bryson was born in Southwest Missouri, but because of the early death of his father, was reared by his maternal grandfather. Their home was a great farm in the deep woods and river bottoms of Southern Indiana, where he acquired the love of wild life which has marked his books and stories.

For schooling he had a high school course and a few semesters at Central Normal College, and a life of writing and study. He was turning out short stories before he was out of school, and soon took to newspaper work, first on the little Daily Herald at Columbus, Indiana, later on the Weekly Republican at Knoxville, Tennessee.

Three years he spent among the French and Spanish in the old Creole quarter of New Orleans, reveling in the romance of that quaint city. Then followed years in the wild, rough gold camp of Cripple Creek, Colorado, where he was by turns prospector, miner, city editor and mining editor of a local daily paper.

Denver called him next, and for years he was a police reporter, riding fire engines and patrol wagons, joining detectives in their raids, and laying the foundation for the detective stories he is still writing. There he was, at intervals, "every kind of reporter there is," and held most of the editorial chairs on the Denver Post. A breakdown in health forced him to resign and go on the road for a year as traveling advertising manager for a manufacturing house.

Sixteen years ago he came to Chicago. He saw service on both copy desk and rewrite battery of the Herald and Examiner, and for two years was city editor of the Chicago Journal of Commerce. For several years—except for one interval—he has been managing editor of The Lion magazine. He was for a year president of the Press Club of Chicago, and is now editor in chief of its official magazine, The Scoop.

During the World War Mr. Bryson "took time out" to serve with the Red Cross in Chicago and Washington as Associate Director of Publicity and aiding in organization of the Junior Red Cross.

Among the books he has written are "Tan and Teckle" and "Woodsy Neighbors," animal stories for children; various magazine stories, and a series of detective stories published both here and in England. For a year he was "Uncle Charlie" to the children of the radio, telling them his original series of stories, "Jimmie and the Moon Man." This series has never been published.

Mr. Bryson married a descendant of another illustrious French Huguenot family, Miss Georgia De Pue of Franklin, Indiana, writer, poet, and composer of Indiana's first march song, "Indiana I Love You." They have one daughter, Minnetta. Their home is at Glen Ellyn, Illinois.

Mr. Bryson's journalistic work and his indefatigable energy in searching for those intimate details which make history interesting made him peculiarly adapted to be one of the authors of Chicago and Its Makers. He is indeed one of a select group which we may call the elite of the wielders of the quill.

PAUL T. GILBERT

As architects have built a city of tall spires; as giants have built huge new industries; as educators have erected structures of learning—so Paul T. Gilbert, one of the authors of Chicago and Its Makers, has built lasting monuments of words.

Drama has lived its vivid life in Chicago; swift tragedy has struck its blows; the millions have massed their cheers and their tears in great demonstrations; and time has rolled on, obliterating the past. But pens such as Paul T. Gilbert's have galvanized into permanent records the scenes that pass with kaleidoscopic rapidity across the pages of Chicago's history.

Nature was kind to Paul T. Gilbert in equipping him with eyes to see the color of Chicago and in placing him where he could use those eyes. Born in a southern Minnesota prairie town, he grew up with the Middle West. Reared under the guidance of a father who possessed at once the missionary spirit that led him into hard struggles and the ability to place printed words on white paper, young Gilbert was given in boyhood invaluable pointers. Dropped into Chicago with a reserved seat in the "press box" he was given the rare opportunity of seeing the greater drama that is enacted behind the wings of metropolitan life.

Paul T. Gilbert was born in Lansing, Minn., the son of the Rev. Levi Gilbert and Anna Murphy Gilbert. His mother was descended from an old New England family, members of which had won distinction in the Revolutionary War. Mary, Queen of Scots is a remote ancestor. His paternal grandfather, a direct descendent of a Baron of the Exchequer in the 17th century, had come to America from England. Levi Gilbert, a graduate of Middletown, Connecticut Wesleyan University and Drew Theological Seminary, had taken his bride, Anna Murphy, from her home in Dixon, Illinois, to Minnesota, and Paul's youth was spent in many country towns, to which his father was called. During later boyhood he lived in Duluth, Winona, Seattle, Washington, and Cleveland, Ohio, where he completed high school and entered Case School of Applied Science, intending to become an architect. A year later he entered Yale University.

His activity in college foreshadowed his later life. He was editor of the Yale Record, Courant and Literary magazine, class poet, a member of the track team and president of the Yale Democratic club, in which capacity he welcomed William J. Bryan and rode in his carriage in the triumphant parade down Broadway.

After two years organizing of English schools in Mindanao, Philippine Islands, and traveling in Japan and China, Mr. Gilbert returned to Cincinnati, where his father was editor of the Western Christian Advocate and wrote a book on "The Great White Tribe in Filipinia." He finally found his true profession as a reporter for the Chicago Tribune in 1903. In 1905 he went to the Chicago Evening Post, two years later returning to Cincinnati as editorial writer and dramatic critic. In 1912 he returned to the Tribune and after several years as editor of Cartoons Magazine, rejoined the Post staff. As a staff writer he covered such events as the visit of the Prince of Wales, Queen Marie, Lloyd George, the Army-Navy Football Game, the Republican National Convention and the Eucharistic Congress. In 1928 he became counsellor of public relations for the Inter Ocean syndicate.

In 1905 Mr. Gilbert married Louise Dainty, member of the Bush Temple stock company and daughter of Laura Dainty Pelham, the famous soubrette. After her death he married in 1913, Ilse Forster, daughter of Mrs. Anna Forster, educator. They have two sons, Paul, Jr., and Peter. The family residence is at 554 Brier Street, Kenilworth. Mr. Gilbert is a member of the Chicago Athletic Association, the Forty Club, the Arrowhead Club of Minnesota, and the Zeta Psi fraternity.

FELIX MENDELSOHN

ONE of the strongest distinguishing features of Felix Mendelsohn is his love for Chicago—for its roar and its din, its theatres, its "boul Mich", its people, its very essence. He was born here, married here and has lived here all his life; and so far as he is concerned any Elysian Field that the Universe may contain must be situated by the watery expanse of Lake Michigan.

He was born December 9, 1876, the son of Moritz Mendelsohn, journalist and musician, and Serine Abrahamson Mendelsohn. He attended the Moseley Grammar School until the age of eleven, then for three years he was at Todd's Seminary for Boys at Woodstock, Illinois, and then for a year he attended Oaklawn Academy at Ringwood, Illinois, under the tutelage of his beloved teacher, Frank L. Carr, who was his mentor and friend at Todd's Seminary.

Returning to Chicago he attended Bryant and Stratton's Business College for six months and being obliged to earn his own living at the age of fifteen, he secured a position with the Illinois Central Railroad Company, starting in the purchasing agent's office as a messenger boy at twenty dollars a month. After a period of four years, seeing no future there, be became a salesman for the American Cutlery Company, traveling all over the eastern part of America from Washington, D. C., to Prince Edward Island. Eventually, he became a salesman in the bottling and brewing machinery business and it was in this field that for fifteen years he travelled from coast to coast and from "Itasca to the Gulf." This experience gave him a wide acquaintance which proved valuable in after years, when he entered the exposition field to manage the first American Exposition of Brewing Machinery, Materials and Products.

In 1908, Mr. Mendelsohn went into business on his own account, and in 1911, after his direction of the Brewing Exposition, he was fairly launched in this line of endeavor. Subsequently he organized and directed the National Beverage Exposition, The National Confectioners' Exposition, the first Health and Sanitation Exposition at the Coliseum in Chicago, the National Purchasing Agents' Exposition at Rochester, New York, and Health Shows in Akron, Scranton, St. Louis, Dallas, Milwaukee, Denver, Salt Lake City and Boston.

Aside from directing national trade expositions, Mr. Mendelsohn has published a number of books and magazines which have achieved some celebrity in their individual domains. "The Story of a Hundred Operas" is still insistently demanded; The Hotel Exposition and Convention Hall Directory and many other works of a similar kind served definite needs in a satisfactory manner.

Mr. Mendelsohn enjoys a wide acquaintance among all types of people, celebrities, literati, Bohemians, and men of affairs.

Mr. Mendelsohn is an ardent devotee of the theatre. William Faversham once said of him, "Felix Mendelsohn knows more about the theatre than any one I ever knew not connected with the profession." He is fond of baseball, ice skating and swimming when he finds time for them. He knows paintings, music and good literature. A dozen friends around a dinner table at some place where, as DuMaurier said in Trilby, "the omelettes are good and the wine isn't blue," is his idea of life at its best.

March 30, 1903, he was married to Rose Despres, daughter of Samuel and Sarah (Straus) Despres of this city. They have two children, Felix, Jr., born in 1906 and Madelaine Irene, born in 1911. Mr. Mendelsohn lives with his family at the Madison Park Hotel. For the last twelve years he has made his offices, as head of the Expositions Company of America at the Congress Hotel.

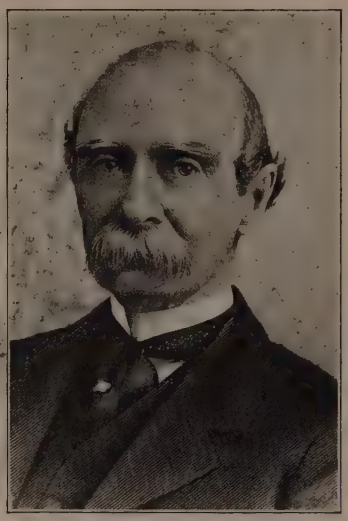
Caesar once said he would rather be the chief of a village than the second man in Rome, but Felix Mendelsohn contends that to be one three-millionth part of Chicago is best of all.

MAYORS OF CHICAGO

	Elected and served	Death
William B. Ogden	1837-38	1877
Buckner S. Morris	1838-39	1879
Benjamin W. Raymond	1839-40	1883
Alexander Lloyd	1840-41	1872
Francis C. Sherman	1841-42	1870
Benjamin W. Raymond	1842-43	1883
Augustus Garrett	1843-44	1848
Alson S. Sherman	1844-45	1903
Augustus Garrett	1845-46	1848
John P. Chapin	1846-47	1864
James Curtiss	1847-48	1860
J. H. Woodworth	1848-50	1869
James Curtiss	1850-51	1860
Walter S. Gurnee	1851-53	1903
Charles M. Gray	1853-54	1885
Isaac L. Milliken	1854-55	1889
Levi D. Boone	1855-56	1882
Thomas Dyer	1856-57	1862
John Wentworth	1857-58	1888
John C. Haines	1858-60	1896
John Wentworth	1860-61	1888
Julian S. Rumsey	1861-62	1886
Francis C. Sherman	1862-65	1870
John B. Rice	1865-67	1874
Roswell B. Mason	1869-71	1892
Joseph Medill	1871-73	1899
Harvey D. Colvin	1873-75	1892
Thomas Hoyne (elected, did not serve)	1875-76	1894
Monroe Heath	1876-79	1894
Carter H. Harrison, Sr.	1879-87	1893

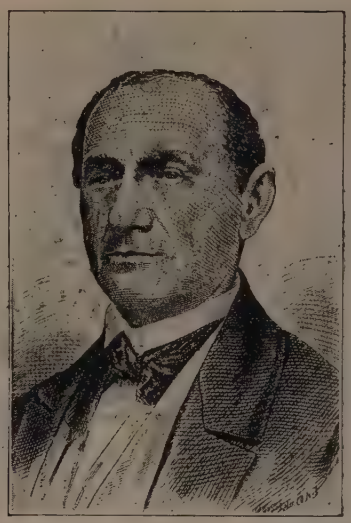
JULIAN S. RUMSEY

Julian S. Rumsey was born in Batavia, New York, April 3, 1823, the son of Levi and Julia Dole Rumsey. He came to Chicago in 1835 and was one of the organizers of the Board of Trade in 1838, being president in 1858-9. He secured the system of grain inspection still in use in Chicago. He was County treasurer in 1871. Mr. Rumsey did much for the welfare of Chicago. He died April 20, 1886.



STEPHEN FRANCIS GALE

Stephen F. Gale, born in Exeter, N. H., 1812, came to Chicago in 1835 and opened its first book and stationery store, which prospered greatly. He was head of the Chicago Fire Department and later became affiliated with Wm. B. Ogden and John Turner in extensive railroad promotions, aiding greatly in establishing what is now the Chicago, Burlington & Quincy line. He died October 16, 1905.

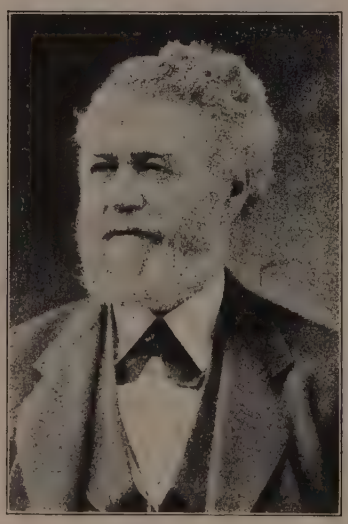


JEAN BAPTISTE BEAUBIEN

Jean Baptiste Beaubien was the second permanent dweller in Chicago. As far back as 1818 he was an agent for the American Fur Company, and in 1823 he came to Fort Dearborn. He led a group of Chicago citizens in the Black Hawk War and finally won his commission of Brigadier-General. He was born in Detroit in 1780 and died Jan. 5, 1863.

THOMAS CHURCH

Thomas Church, born in Onondaga, N. Y., 1801, came to Chicago, opening a general store in 1834. Nine years later he retired with a fortune which he successfully invested in real estate and the building of business blocks. He was a friend and supporter of Lincoln, a founder of the Firemen's Insurance Co. in 1855, and its president until his death, 1871.



PETER PAGE

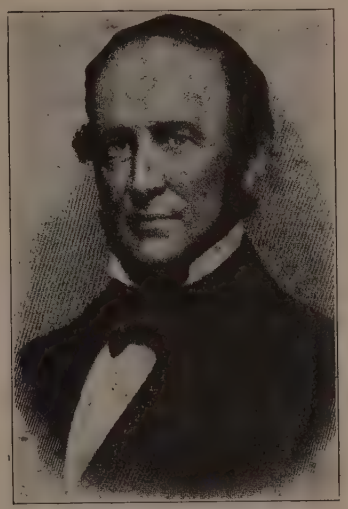
Peter Page was prominent in the development of Chicago's best interests, serving as chairman of that important meeting held when the citizens realized that something must be done about the water supply. Was an incorporator of the Chicago Gas, Light and Coke Company, V. P., Mechanic's Institute, and an organizer of the Young Men's Assn., was County Assessor 1863-66. He died August 1, 1880.

SILAS B. COBB

A pioneer business man of Chicago, Mr. Cobb, was born in Montpelier, Vermont, January 23, 1812. He came West as far as his money would carry him despite parental opposition and finally reached Chicago in 1833. His first "job" was as "boss carpenter" for James Kinzie. From the saddlery and harness business he built a fortune. He established Cobb's Circulating Library. He died April 5, 1900.

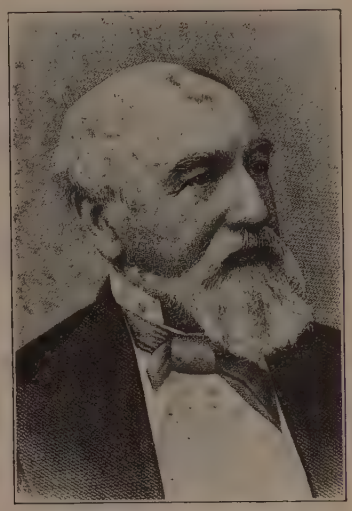
PHILIP F. W. PECK

In Providence, R. I. Philip F. W. Peck was born in 1809. In 1831, with great effort, he established the Peck Company in Chicago in a relatively fine edifice. Pioneer merchant, fire-fighter and realtor, he had faith in Chicago, holding onto his land in 1836 despite the panic which scared others into selling. Successful and respected, he died in 1871.



WALTER L. NEWBERRY

Walter L. Newberry was born at East Windsor, Conn., 1804. Coming to Chicago in 1833, he entered the merchandising business. He then turned to banking and was most successful. He was President of the Board of Education for several terms and of the Chicago Historical Society for six years. Half of his enormous fortune established the Newberry Library. He died 1868.



NORMAN BUEL JUDD

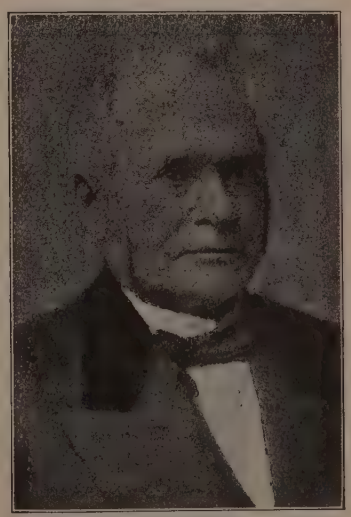
Norman B. Judd, born in Rome, N. Y., 1815, coming to Chicago in 1836 became one of her earliest settlers and lawyers. He was state senator for six years, and Delegate-at-large to the Republican National Convention of 1860. A personal friend of Lincoln's he was appointed Minister to Prussia by him for four years. Later he was elected a congressman and died in 1878.

MARTIN RYERSON

Martin Ryerson, lumberman and pioneer, was one of those hardy youngsters who came into the western wilderness and saw civilization emerge from the prairies. Born in New Jersey, Jan. 6, 1816, he came alone at sixteen to offer his services to an Indian trader. With the fortune he made in lumber he was most generous and there was no charity in his day but felt the helping hand of Martin Ryerson. He died September 6, 1887.

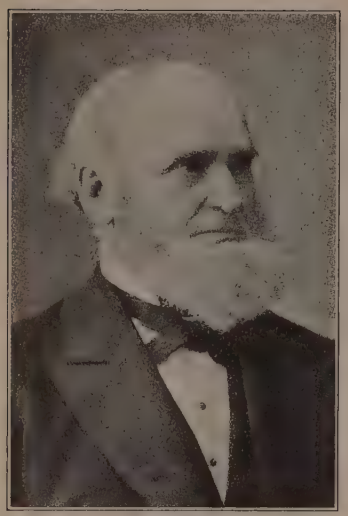
JOHN CALHOUN

John Calhoun, the "founder of Chicago journalism", was born in Watertown, N. Y. in 1808, where he studied the printing profession. On May 31, 1832, he married Pamela C. Hathaway, and came to Chicago the following year. The Chicago Democrat, which he printed and published, was Chicago's first newspaper. In 1836 he sold out because of poor health. Among his later activities, he held several county offices, retiring in 1849. He died February 20, 1859.



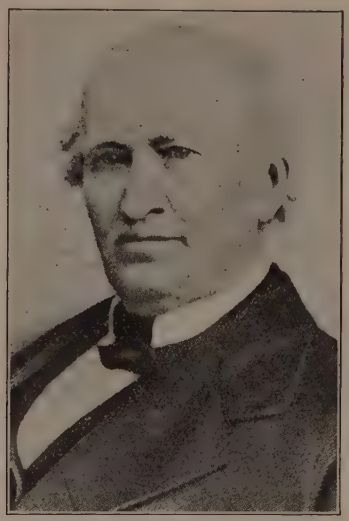
SYLVESTER LIND

Sylvester Lind was born in Aberdeenshire, Scotland, Nov. 22, 1807, where he followed the carpenter trade. After coming to Chicago in 1837, he started a small lumber business. He was married in 1846 to Miss Eliza O. Thomas. During the financial panic he lost his entire fortune, rebuilding it shortly, only to lose it again in the Great Fire, after which he entered real estate. He once served as Water Commissioner for the city, and for nine years was Mayor of Lake Forest.



WILLARD FRANKLIN MYRICK

W. F. Myrick was born in Addison, Vt., in 1809. In 1836 he came to Chicago from Canada on horseback, buying a "squatter's tract," upon which he erected the Myrick House, at 29th Street and Cottage Grove Avenue, famed as one of the earliest hotels. Here were "Myrick's Yards" as John B. Sherman's stock yards were called. He married in 1839, and lived to a ripe old age. He was one of Chicago's best citizens.



ARCHIBALD CLYBOURNE

Archibald Clybourne was born in Giles County, Va., August 28, 1802, coming to Chicago in 1823. A year later he went back to his home, returning in August, 1824 with his parents. He was married June 10, 1829, to Miss Mary Galloway. With his father he is known as one of the city's earliest butchers, and also has the distinction of being its first constable. His home was on Elston Road. He died August 23, 1872.

JOHN HUGH DUNHAM

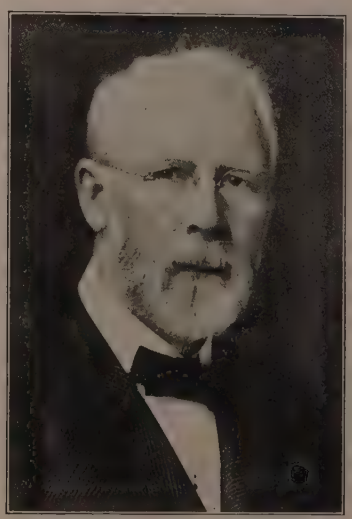
John H. Dunham, born in Seneca County, N. Y., 1817, came to Chicago in 1844 and entered the wholesale grocery business. He aided in the city water supply trouble, was an organizer and first president of the Merchant's Loan and Trust Co., and National Bank Examiner for Illinois. He was prominent on the Board of Trade and was a member of the Chicago Historical Society. He died in 1895.

JOHN B. SHERMAN

John B. Sherman was one of those most responsible for the formation of the Union Stock Yard and Transit Co. For a long while he served as its general superintendent, and later became vice-president, general manager and director. He was very public-spirited and did much for the Chicago park system. He was born in Beekman, N. Y., in 1825 and died on the twenty-fifth day of February, 1902.

CHARLES CLEAVER

Charles Cleaver was born in England and came to Chicago in 1833. He established a soap factory at the foot of Thirty-eighth Street and built a number of houses for his employees and a meeting house, the first south of Van Buren Street. He named his home Oakwood Hall from which Oakwood Boulevard takes its name. He paid the Illinois Central to run trains to his settlement "Cleaverville." He died in 1903.



MICHAEL CUDAHY

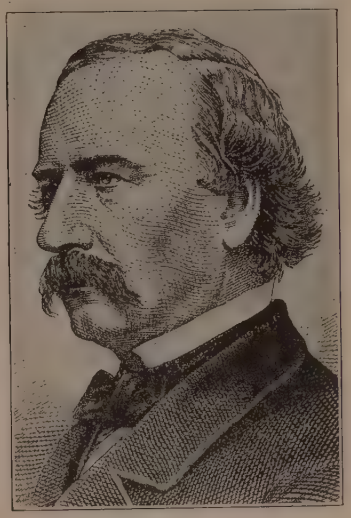
Entering the packing business at 14, Michael Cudahy stayed with it until he had built one of the largest companies and become the head of it. Born in County Kilkenny, Ireland, Dec. 7, 1841, he was brought to Milwaukee, 1849, where he learned the business. For years he was a partner in Armour & Co., forming the Cudahy company later. He married Catherine Sullivan. They had seven children. He died November 27, 1910.

CHAS. VOLNEY DYER, M. D.

Dr. Charles Volney Dyer, born in Clarendon, Vt., 1808, was one of the first to practice medicine in Chicago where he settled in 1835. He was one of slavery's fiercest opponents. He was a first incorporator of the North Chicago Street Railway Co., was well-known for philanthropy and was a member of many benevolent societies. He died in 1878. As a physician he stood at the head of his profession.

DR. WM. BRADSHAW EGAN

One of the most brilliant and among the best beloved of all the pioneer professional men of Chicago, was Dr. William Bradshaw Egan, an Irish gentleman, who arrived at Chicago in 1833, the year the town was incorporated. He was not only a good doctor, but a classical scholar, an authority on Shakespeare, and an eloquent orator. He served in the legislature, and was a useful citizen until his death in 1860.

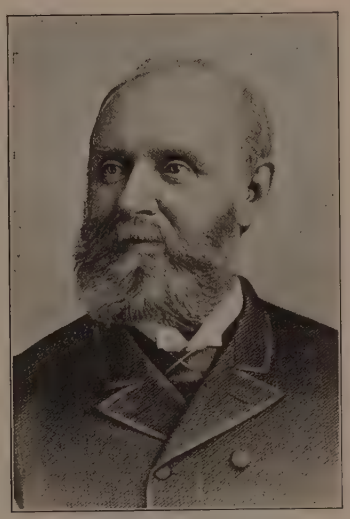


DR. DANIEL BRAINARD

High in the list of surgeons who won fame in the pioneer days of Chicago was Dr. Daniel Brainard, one of the two men who drew up the incorporation papers for Rush Medical College in 1837—the very year Chicago was chartered as a city. Dr. Brainard was one of the notable surgeons of his day, and was also a master of materia medica, and was greatly beloved for his charitable work. He came to Chicago in 1835. He died October 10, 1866.

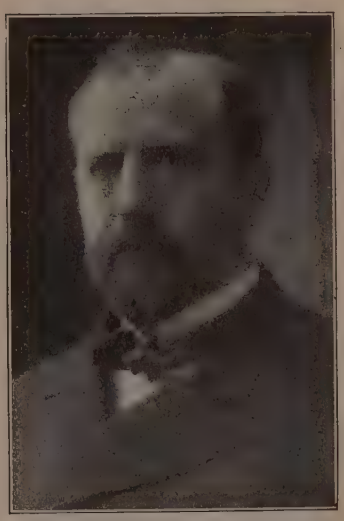
WILLIAM E. QUINE, M.D.

William E. Quine, born on the Isle of Man, 1847, came to Chicago six years later, graduated from the Chicago Medical College in 1869, was made a professor there, but resigned in 1885 to go to the Chicago College of Physicians and Surgeons where he became president in 1891. He wrote many works of value on medicine which were considered authoritative in their day. His death occurred December 7, 1922.



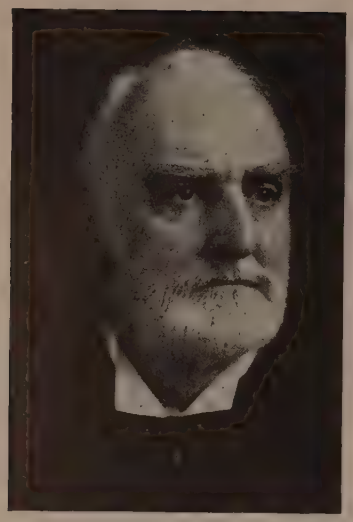
DR. REUBEN LUDLAM

Dr. Reuben Ludlam, one of Chicago's most efficient doctors, was born in Camden, N. J., in 1831. Graduating from the University of Pennsylvania he came to Chicago where he achieved eminence in medical circles. He was one of the main props of the Hahnemann Medical College and was considered an authority on homoeopathy. He was well-traveled and cultured and contributed much to the welfare of Chicago. He died April 29, 1899.



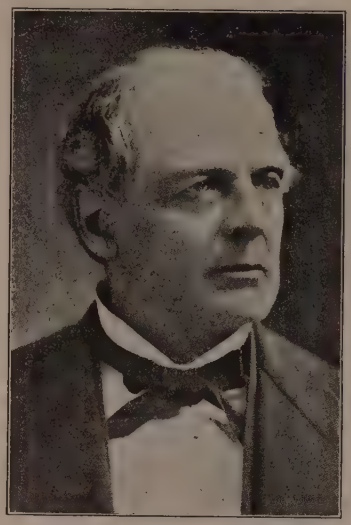
FERNAND HENROTIN

Fernand Henrotin, famous surgeon, was the son and the grand son of physicians. He was associated with most of Chicago's hospitals and with the police and fire departments. Educated entirely in this city, he devoted his whole life to it. He was a noted author on technical subjects. Born in 1847 in Brussels, he married Emile B. Prussing. He died December 9, 1906. The Henrotin Hospital was named in his memory.



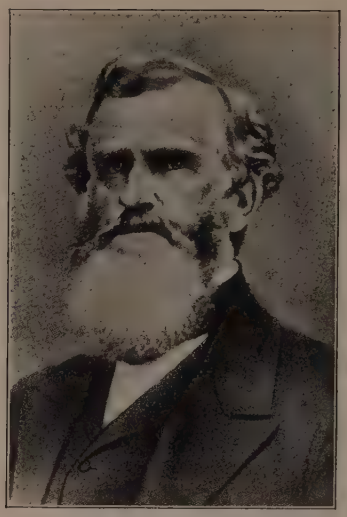
HENRY E. HAMILTON

Henry E. Hamilton was born in Chicago, February 25, 1840, a son of Colonel Richard J. Hamilton and Harriet L. Hubbard. He attended the Public School in Chicago and Northwestern University. He was a coal mine operator, afterwards in the real estate business. He married Caroline Lane Raymond. Their children were Henry R., Harriet L. and Richard E. He died September 11, 1924.



J. K. BOTSFORD

J. K. Botsford, hardware merchant, was born at Newtown, Connecticut, 1812. In 1833 he came to Chicago, and started in the tin and stove business, erecting the first store on Lake Street. After several changes the firm finally was known as J. K. Botsford & Sons. He held several civic positions and was a trustee of Northwestern University. He was always interested in Chicago's civic welfare.

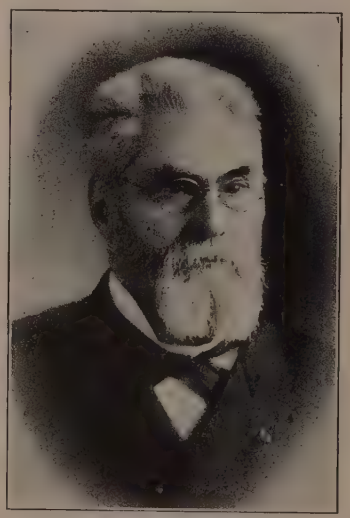


ELI BATES

Eli Bates, a native of Massachusetts, came to Chicago during his younger days, where he taught school for a time. He formed the lumber firm of Mears, Bates & Co. and later the Oconto Lumber Co. and was thus a pioneer in that business. He it was who gave Chicago the St. Gaudens statue of Lincoln. Mr. Bates died in 1880. Eli Bates House is in memory of him.

JOHN COMISKEY

John Comiskey, first president of the Chicago Board of Aldermen was born in County Cavan, Ireland, in 1826. He came to Chicago in 1852 and was clerk of the Cook County board, alderman for fourteen years, and Deputy County Treasurer. He was the father of Charles Comiskey, famous in the History of Chicago baseball. He died in 1900.



ELIJAH B. SHERMAN

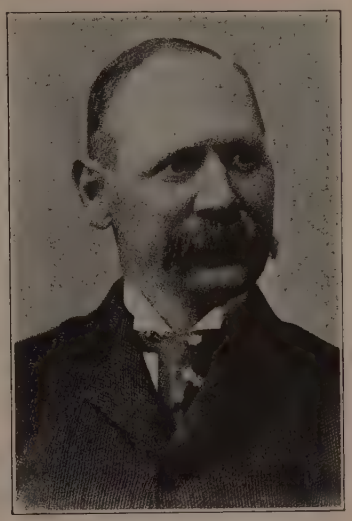
Elijah B. Sherman was born in Fairfield, Vermont on June 18, 1832, lived until his majority on a farm and taught school at nineteen. He graduated from Middlebury College in 1860. Mr. Sherman was in the Civil War. He graduated in law from Chicago University and became one of Chicago's most distinguished attorneys. He died on May 1, 1910.

ANSON STAGER

Anson Stager, born in Ontario County, N. Y., 1825, owing to some valuable inventions of his, was made general superintendent in the West of the Western Union Co. He had the relative position in regard to the government lines during the Civil War and was made Brigadier-General for his proficiency. He was president of the Western Edison Electric Light Co. and died 1885.

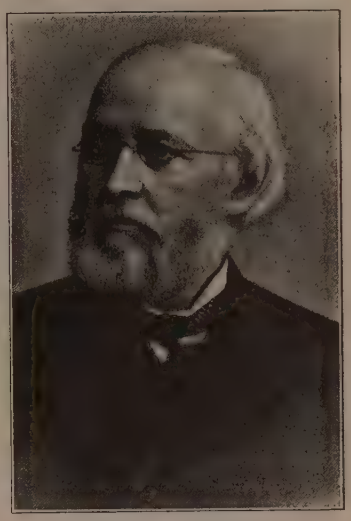
MAHLON D. OGDEN

One of the early lawyers of Chicago was Mahlon D. Ogden, brother of William B. Ogden, first mayor of the city. He arrived here in 1837, and for a time lived in the old officers' quarters in Fort Dearborn. He was elected judge of the Probate Court, served as alderman of the old Sixth Ward, and later became a partner of his brother in real estate transactions, in which he was the legal expert. Mr. Ogden died February 13, 1880.



ALBERT A. MUNGER

Albert A. Munger was born in Chicago on January 23, 1845. He was educated in Chicago and abroad. Mr. Munger was a noted art collector and a public spirited citizen. He left his collection of paintings, which he had been collecting for years, to the Art Institute. The Munger pictures are one of the important units in the Art Institute's notable collection. He died August 26, 1898.

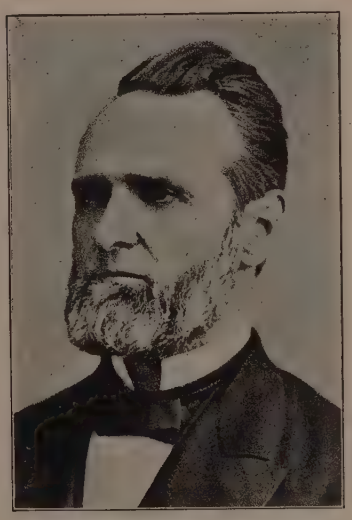


EDWIN C. LARNED

A personal friend of Abraham Lincoln and a staunch supporter of his policies was Edwin Channing Larned, who came to Chicago in 1847 and practiced law here. In 1861, when he was forty-one years of age, Lincoln appointed him United States Attorney for the District of Northern Illinois. This office he filled with great ability for three and one-half years, when his health failed and he resigned. He lived, however, until 1884.

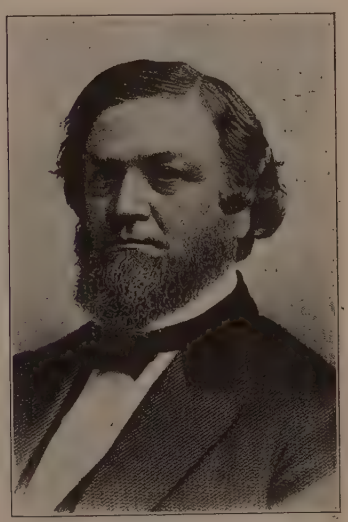
C. C. P. HOLDEN

Chicago today owes a debt of gratitude to the memory of Charles C. P. Holden, who was a member of the city council from 1861 to 1872, and who worked incessantly for the building of the lake tunnels through which the city is supplied with its water. He was a native of Groton, New Hampshire, but came to Chicago when he was fifteen, and spent the remainder of a long life here. He was one of Chicago's most valued citizens.



DANIEL KIMBALL PEARSONS

Son of a poor farmer, Dr. Pearsons worked his way through college, established a good practice in the east, made millions in Chicago real estate and gave away millions to educational institutions. His greatest beneficiary was the Chicago Theological Institute. He was born in 1820 in Bradford, Vt. He married Marietta Chapin. His death April 27, 1912, came after a preeminently useful career.

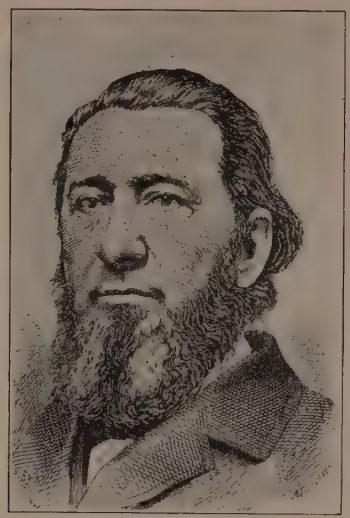


CHARLES N. HOLDEN

Charles N. Holden was born in Fort Covington, New York, May 13, 1816. He came to Chicago July 5, 1837, with ten dollars in his pocket. He clerked for John H. Kinzie and in 1838 established the Red Log Grocery on South Water Street. He was alderman in 1855, City treasurer in 1857 and commissioner of taxes in 1867. At one time he was president of the Board of Education. He was Lincoln's friend.

THOMAS DRUMMOND

Thomas Drummond, born in Bristol, Maine, 1809, first came to Chicago in 1850 as judge of the United States District Court of Illinois. Four years later he settled here and was for fifteen years judge of the Seventh Judicial Circuit Court of the U. S. For one year he was a State Legislator. He was an eminent jurist with an irreproachable reputation. He died May 16, 1890.



EBENEZER PECK

Ebenezer Peck was born in Portland, Maine, May 11, 1805. He arrived in Chicago in the summer of 1835 and associated himself with John D. Caton in the law business. He drafted Chicago's first city charter together with Mr. Caton. Mr. Peck wielded a powerful influence in political circles. He was appointed judge of the Court of Claims by Lincoln, retiring in 1875 on full pay. He died May 25, 1881.

HON. VAN HOLLIS HIGGINS

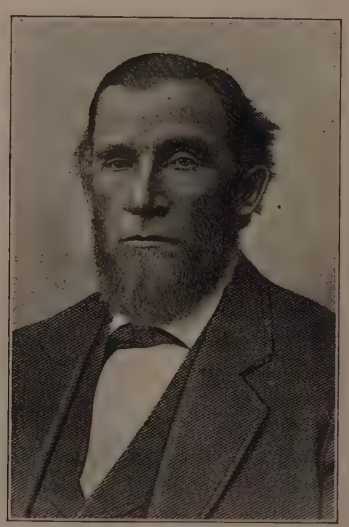
Hon. Van H. Higgins was born in Genesee County, N. Y., in 1821 and came to Chicago in 1837. In 1852 he became a member of the law firm of Higgins, Beckwith, and Strother. During the Civil War he was very active, being a personal friend of Lincoln's. He was judge of the Superior Court of Chicago, and a charter member of the Chicago Historical Society. He died April 18, 1893.

GRANT GOODRICH

Grant Goodrich, born in Milton, N. Y., 1811, coming to Chicago in 1834, was employed by a law firm. He was successful and invested his money in real estate, but lost heavily in the panic of 1837. Later a judge of the supreme court, an early active Methodist, and a Lincoln supporter, he aided greatly in the cultural advancement of Chicago. Judge Goodrich died in Chicago in 1889.

WILLIAM BROSS

William Bross, born in Port Jervis, N. J., 1813, coming to Chicago in 1848, immediately entered the book and newspaper business. He was the foremost commercial news writer, a member of the City Council, a friend of Lincoln's, prominent in the abolition of slavery and a lieutenant governor of Illinois. He was a splendid orator and was much in demand as a political speaker. He died January 27, 1890.

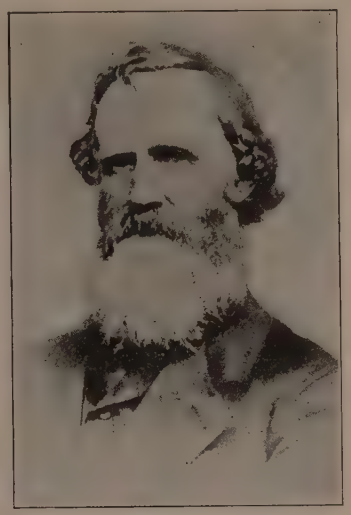


HENRY W. BLODGETT

Henry W. Blodgett came, with his parents, to Chicago in 1830 when he was but nine years old. He was in turn school teacher, surveyor, lawyer, legislator, and in time one of the most noted railroad attorneys in the country. President Grant appointed him Judge of the United States District Court for Northern Illinois in 1870, a position in which he established an enviable reputation. Very few of his decisions ever were reversed.

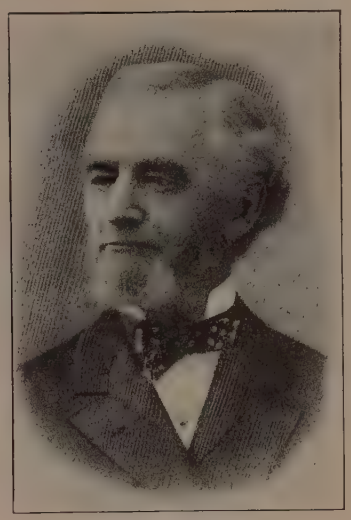
GEORGE SMITH

George Smith, born in Aberdeenshire, Scotland, 1808, came to Chicago in 1834, one of her earliest settlers. He invested extensively in real estate and in 1839 founded the first private bank in Chicago. He was a Director of the Galena & Chicago Union Railroad and a Charter member of the Board of Trade. He died 1899 in Scotland whither he had returned to pass his declining days.



EDMUND AIKEN

Edmund Aiken was born in Connecticut, April 29, 1812. He first visited Chicago in 1855. The next year he established the banking house of Aiken & Norton in the Seth Payne Building, 47 Clark Street. Mr. Aiken, with a number of other prominent men, organized the First National Bank. He was elected president and continued in office until his death which occurred on January 12, 1867.



PETER L. YOE

Peter L. Yoe was born in 1815 in the town of Sing Sing, New York. Mr. Yoe was vice-president of the Merchants Loan and Trust Company from 1885 to 1892. He served as a director of the bank for twenty-six years. During the Great Fire his house in Terrace Row was a temporary refuge for cash and valuables of the bank. He was much respected for his many sterling qualities. He died April 1, 1898.

WM. FINDLAY COOLBAUGH

William F. Coolbaugh came to Chicago in 1862 and opened the W. F. Coolbaugh & Co. banking house. Three years later it became the Union National Bank of Chicago. He was first President of the Chicago Clearing House, a Director of the Board of Trade, and an incorporator of the Chamber of Commerce. Mr. Coolbaugh was born in Pike County, Pennsylvania, in 1821. His death occurred in 1877.

LUTHER HAVEN

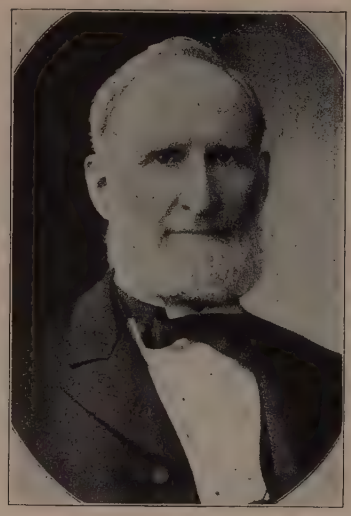
Luther Haven was an active worker in public affairs, especially the promoting of popular education. He was born in Massachusetts August 6, 1806. After several years of teaching, he entered mercantile pursuits, coming to Chicago in 1849 to follow manufacturing and real estate business for a time. He was proprietor of "The Prairie Farmer" from 1854 to 1858, and president of the Chicago Board of Education for four years. He died March 6, 1866.

WILLIAM H. BROWN

William H. Brown was born in Connecticut about 1795. He established the first newspaper in Illinois at Vandalia, in 1818. In October, 1835, he came to Chicago as cashier in the State Bank. In 1845 he formed a partnership with Alfred Cowles, the lawyer. He was very prominent in banking and railroad circles and was the first president of the Chicago Historical Society. He died June 17, 1867.

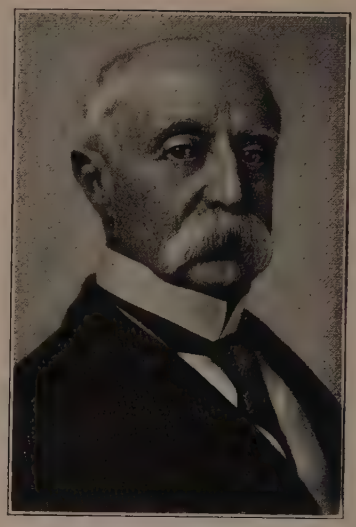
HORATIO O. STONE

Horatio O. Stone, born in Ontario County, N. Y., 1811, after fighting in the Black Hawk War, came to Chicago in 1835 and made some wise real estate speculations. He later engaged very successfully in the grocery, provisions, and grain business, but the major portion of his large fortune was acquired through real estate. He died in 1877.



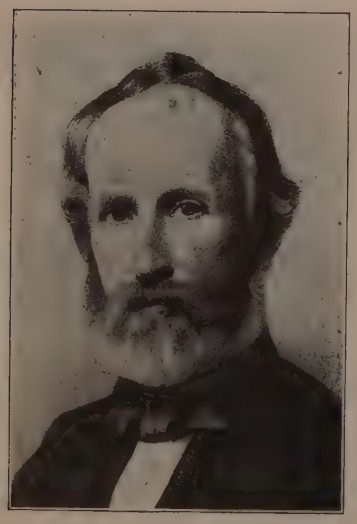
HARVEY B. HURD

Harvey B. Hurd was born in Huntington, Connecticut, in 1828. After various journalistic activities he took up law and was admitted to the bar in 1848. He revised the statutes of the State, made a success of real estate speculation, agitated against slavery and obtained a professorship in a law college. He died January 20, 1906.



HENRY G. DIBBLEE

Henry Dibblee was born in New York City, August 20, 1840. He came to Chicago in 1872 and up to the time of his death, December 19, 1907, figured prominently in real estate circles as the senior partner of Dibblee and Manierre. Mr. Dibblee married Lora Field of Conway, Massachusetts, a sister of Marshall Field.



ALEXANDER N. FULLERTON

Alexander N. Fullerton was born in Chester, Vt., 1804. Having passed his bar examinations he came to Chicago in 1833 thus being one of its earliest settlers. He operated extensively in the real estate field and was a successful merchant besides. He took great interest in public affairs and was an early member of the Second Presbyterian Church. He died 1880.

NORMAN THEO. GASSETTE

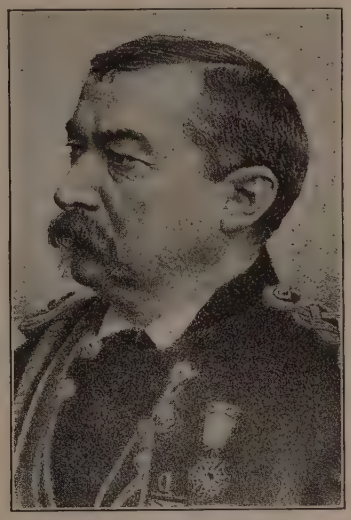
Norman T. Gassette, born at Townsend, Vt., 1839, came to Chicago ten years later. In 1861 he enlisted in the Civil War and emerged a Lieutenant-Colonel. He was Clerk of the Circuit Court and Recorder for a term and then headed the Norman T. Gassette & Co., large real estate and loan business. He was a prominent Mason. He died March 26, 1891..

SAMUEL EBERLY GROSS

Samuel E. Gross was born in 1843 near Dauphin, Penn. He distinguished himself during the Civil War and later settled in Chicago where he was admitted to the bar. Real estate was his real forte however and he probably did more for the present "own your own home" system than any other man. He was the author of a drama entitled "The Merchant Prince of Cornville." He died October 24, 1913.

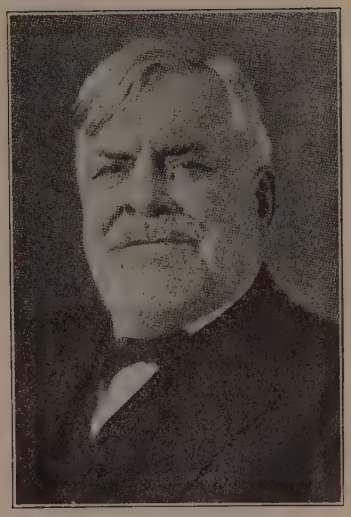
ROSWELL B. MASON

Roswell B. Mason, the thirtieth mayor of Chicago elected in 1869, ran on the Peoples' ticket at the head of a great popular uprising against corruption in public office. His administration was directed against peculation. Chicago's "Fire Mayor" will always be remembered for his excellent generalship in preserving order during the fire and the terrible days that followed. He died in 1892.



PHILIP HENRY SHERIDAN

Famed in history and verse, Philip Henry Sheridan was born in Somerset, Ohio in 1833. Via West Point he entered the Army, readily advancing to prominence. His famous twenty-mile ride from Winchester to save the battle against General Early for the Union troops—by the inspiration of his presence is known to every schoolboy after more than six decades. The Sheridan monument depicts him in his famous ride.

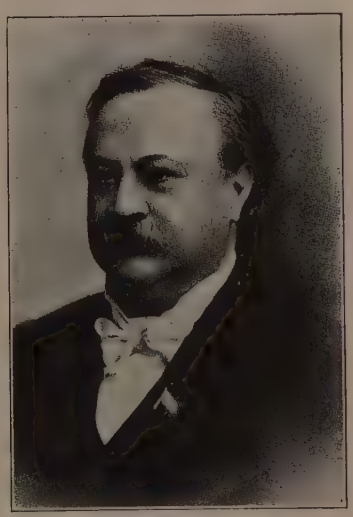


JOHN M. HUBBARD

John Maynard Hubbard was born at Drewsville, N. H., March 13, 1847. His early years were passed at Saxton's River, Vermont. Came to Chicago in 1864 and found his first employment with John V. Farwell and Company. In 1870 he became connected with the post office. He was at the time of his death, July 21, 1921, one of Chicago's best assistant postmasters and loved citizens. He had a wide reputation as a singer of patriotic songs.

JOHN ALEXANDER LOGAN

John A. Logan, born at Brownsville, Ill., 1826. As a youth he entered the Mexican War, winning distinction. While practicing law he was elected to the Legislature, made Prosecuting Attorney, and became a Major-General in the Civil War. Thrice Congressman and twice Senator, he was defeated when nominated for president and for vice-president. He died in 1886.



WILLIAM E. MASON

One of Chicago's prominent public men was William E. Mason, born in New York in 1850, but coming as a young man to Chicago. He was by turns school teacher, lawyer, assemblyman, state senator, congressman, and finally United States senator. His daughter, Winnifred Mason Huck, the first Illinois congresswoman, bids fair to equal her distinguished father's record.

GENERAL JAMES E. STUART

Rising from the ranks to a captaincy in the Civil War, Col. James E. Stuart entered the postal service in Chicago and helped organize the first railway postal service West of the Mississippi river. In 1873 he became chief postal inspector for the Northwest, retiring in 1920. No patriotic occasion in Chicago is complete without his presence.

WILLIAM W. BOYINGTON

William W. Boyington, eminent architect, was born in Southwick, Mass., 1818. He started in business for himself when twenty-three. After holding a position in the State Legislature he came to Chicago in 1853. Many of the best buildings built just before and after the fire were his work. Two of his finest works were the Chicago University and the old Water Tower, still standing, as a monument to his talent.

JOHN M. VAN OSDEL

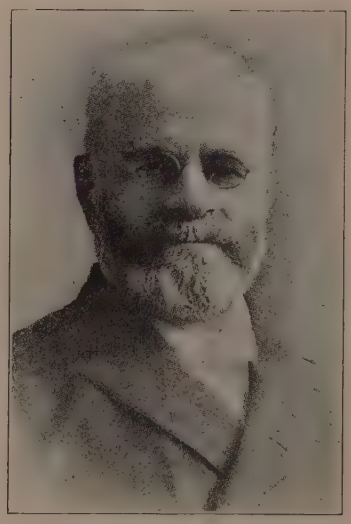
Early Chicago owes a tremendous debt to John M. Van Osdel for the genius he displayed in designing and erected dwellings and business blocks after the Great Fire of 1871. He came to Chicago in 1836 at the age of twenty-five, and helped build the original city; and after the fire he designed such structures as the Palmer House, the Tremont House, and the Reaper and McCormick Blocks.

WILLIAM LE BARON JENNEY

William Le Baron Jenney was born September 25, 1832, in Fairhaven, Massachusetts. He was educated at Andover, Harvard Scientific School, and later in Paris where he studied art and architecture. After serving in the War he settled in Chicago as architect in 1868. Mr. Jenney invented the skeleton construction now generally used for tall buildings and was architect of the Union League Club.

JOHN WELLBORN ROOT

John Wellborn Root, architect, was born in Lumpkin, Georgia, January 10, 1850. In 1864 he went to England to study. In 1866 he passed examinations for Oxford, but was called home and studied at the University of New York. He came to Chicago directly after the Great Fire. In 1873 he joined the partnership of Burnham and Root. He died in 1891, at the height of his success, and in the midst of the plans for the Columbia Exposition.



DANKMAR ADLER

Dankmar Adler was born in Eisenach, Germany, in 1844, coming to America at the age of ten. He served three years during the Civil War. After designing the Central Music Hall, he entered into partnership with Louis H. Sullivan. They built the Auditorium, Stock Exchange Building, and many other noted buildings. He died in 1900, and his grave is marked by a granite column taken from the old Central Music Hall.

LOUIS H. SULLIVAN

Louis H. Sullivan, born in Boston, Mass., 1856, came to Chicago in 1873 and studied architecture with W. L. B. Jenney and the next year went to Paris to study. He returned here in five years and in 1880 went into partnership with Dankmar Adler with whom he constructed some of the city's finest buildings, among them the Auditorium and Hammond Library. He died November 13, 1924.

GEORGE SCHNEIDER

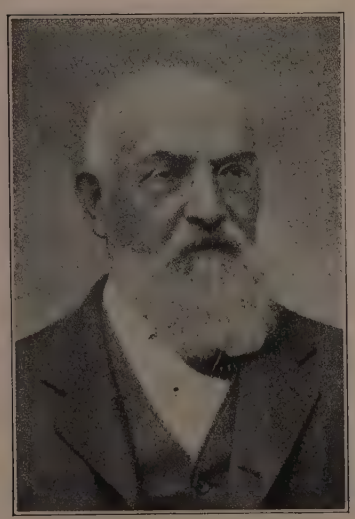
George Schneider, owner and publisher of the "Daily Illinois Staats Zeitung," was prominent in the political field, he was a personal friend of Lincoln's and received his appointment as consul to Denmark from him. He was president of the National Bank of Illinois. He was born in Permasens, Rhenish Bavaria, in 1823. After a distinguished career he died September 16, 1905.

FREDERICK WILLIAM STRAUS

Frederick Wm. Straus was born in Laufersweiler, Germany, Feb. 28, 1833. He settled in Ligonier, Indiana in 1850 and engaged in general merchandising until 1867. In 1868 Mr. Straus engaged in banking and located in Chicago in 1882. From that time until his death on February 9, 1898, he was a senior member of the firm Straus Bros. & Co., today the firm of S. W. Straus & Company.

GERHARD FOREMAN

Gerhard Foreman was born at Dirmstein, Germany, April 29, 1823. In 1862 he established a banking business at 42 Clark Street, Chicago, Illinois, the nucleus of what is today the Foreman National Bank. He was married August 17, 1856, to Hannah Greenebaum, and his sons and grandsons are today the heads of the business he founded. He always commanded the respect of the community. His death occurred August 13, 1897.

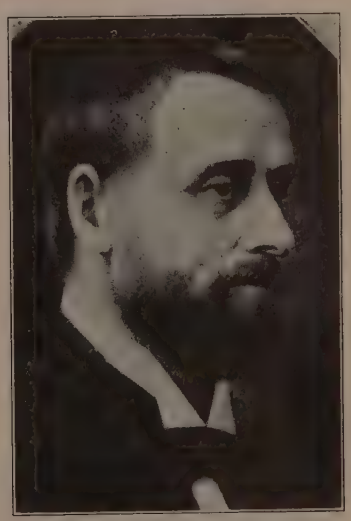


JULIUS ROSENTHAL

Among the ablest of Chicago's attorneys in the middle of the last century was Julius Rosenthal, a native of Germany, but who came to Chicago to work in the R. K. Swift bank in 1855. He studied law, specializing in probate court practice. He was accounted one of the best informed lawyers in the city, especially on matters dealing with estates. He died May 14, 1905. His sons James and Lessing are prominent lawyers today.

JAMES H. ECKELS

James H. Eckels, born at Princeton, Ill., in 1858, after practicing law successfully, was appointed by President Cleveland as comptroller of currency, in 1893, an extremely important position for so young a man. The wisdom of this choice was proven in the financial panic of 1893. Upon retiring in 1898 he accepted the presidency of the Commercial National Bank. His death in 1905 robbed the city of one of her prominent financiers.



HON. JOHN P. ALTGELD

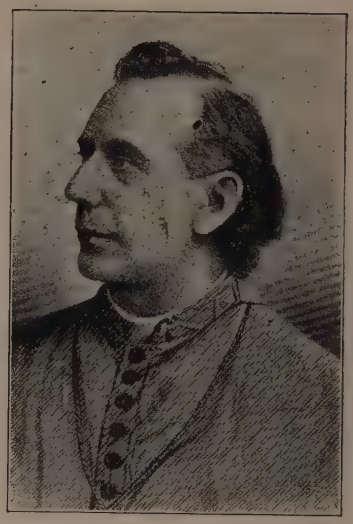
John P. Altgeld, born in Germany, 1847, came to America when a young child. Overcoming many obstacles in his youth he was admitted to the bar and came to Chicago in 1875 where he practiced very successfully. As the Democratic candidate he became Judge of the Superior Court of Cook County. Later he became Chief Justice of the Superior Court. Elected governor of Illinois in 1892, he died March 12, 1902.

ARCHBISHOP JAMES E. QUIGLEY

James Edward Quigley was born in Oshawa, Canada, in 1854. After much study here and abroad he was ordained in 1879 and was installed as Archbishop of the Chicago Diocese in 1903. He was much beloved and revered by Chicago Catholics and by members of other faiths as well. Archbishop Quigley was a dominant factor in many charitable movements in Chicago.

REV. DENNIS DUNNE

Dennis Dunne was born in Queens County, Ireland, 1824. He was ordained for the diocese of Chicago in 1848 where six years later he succeeded Rev. Father McLaughlin. Next year he became vicar-general of the diocese. In 1862 he organized an Irish Catholic regiment which helped suppress the Rebellion. In 1865 he received the degree of Doctor of Divinity and died in 1868.



PATRICK A. FEEHAN, D. D.

First Archbishop of Chicago, the Most Reverend Father Feehan had worked through two cholera epidemics in America before coming here and once in Chicago devoted his energy to building churches, and refuges for the poor and friendless, left destitute by the great fire. Born in 1829, in Ireland, he was educated there. He became a great church legislator. Archbishop Feehan died July 12, 1902.

THOMAS BEVAN

Thomas Bevan was born in Ohio in 1830. Graduated from Ohio Medical College in 1851 he studied at University of Paris, 1851-53, locating in Chicago in 1854. Was a surgeon at Camp Douglas. Professor of hygiene and later of clinical medicine at Chicago Medical College, attending physician at Cook County Hospital, and president of the Chicago Medical Society. He died in 1880.

HENRY BAIRD FAVILL

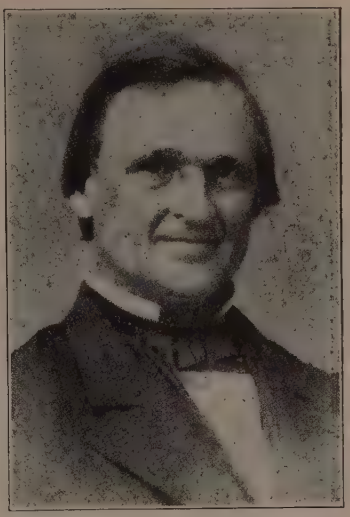
Henry Baird Favill, noted physician, was born in Madison, Wis., on April 14, 1860. He graduated from the University of Wisconsin in 1880 and in 1883 received his M. D. from the Rush Medical College, of which he later became a professor. Beloved for his humanity he achieved a splendid reputation in the medical profession. His death occurred while attending a meeting of medical men in the East.

NATHAN DICKINSON

Nathan Dickinson, with his brothers Albert and Charles and sister Melissa, developed the largest grass and field seed business in the world—The Albert Dickinson Company of Chicago. Nathan was Treasurer 34 years. He was born in 1848 at Curtisville, Mass., and he came to Chicago 1855. Died 1920 at his country home Lake Geneva, Wisconsin. His hobby was home and farming.

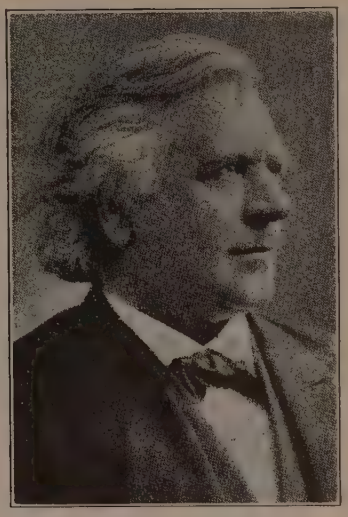
JEREMIAH PORTER

The Rev. Dr. Jeremiah Porter, who in 1833 founded the First Presbyterian Church in Chicago, was born in Hadley, Mass., in 1804. His extensive missionary work led him all over the country. Some of his finest work was done as army chaplain during the Civil War. He served as pastor for two years at the Edwards Congregational Church. He died July 25, 1893.



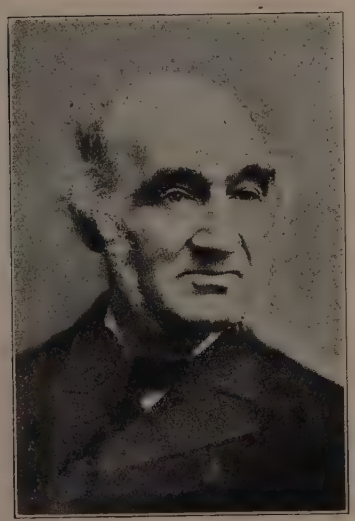
ROBERT WILSON PATTERSON

Robert Wilson Patterson, born in Blount County, Tenn., 1814, in 1842 established the Second Presbyterian Church of Chicago of which he was pastor over thirty years. In 1873 he became Professor of Christian Evidences and Ethics in the Theological Seminary of the Northwest and later President of Lake Forest College. He held the D.D. and LL.D. degrees. He died in 1894.



ROBERT COLLYER

One of the best beloved of the pastors of early Chicago was the Rev. Robert Collyer, a native of England who came to Chicago in 1859. He was a Methodist minister, but because of his liberal interpretation of the scriptures was unfrocked by that church. Then he became pastor of Unity Church, Chicago, where he continued to serve through a long and useful life.



LIEBMAN ADLER

Dr. Liebman Adler was born in Langsfeld in the Grand Duchy of Saxe-Weimar in 1812, coming to America in 1854 and settling in Chicago two years later. Dr. Adler was one of the early Rabbis of Chicago, universally loved and respected as a community leader, not only by Chicago Jewry, but by Gentiles also. He died a few days after his eightieth birthday in 1892.

JOHN HENRY BARROWS

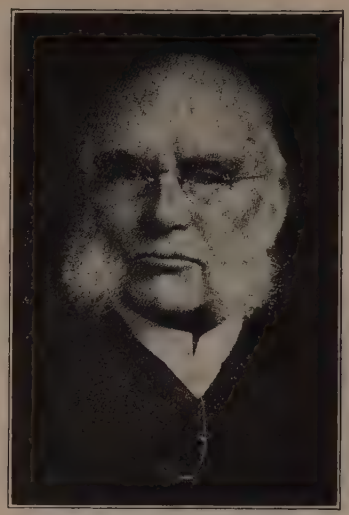
Rev. John Henry Barrows, born in Medina, Mich., 1847, first came to Chicago in 1881 as pastor of the First Presbyterian, after much experience in various localities. His eloquence became famous and he was always popular at soldiers' meetings. He is perhaps best known for the Sunday evening meetings he held at the Central Music Hall. Beloved by many, he died June 3, 1902.

DeWITT CLINTON LOCKE

Born in New York in 1829, Clinton Locke was in 1859 called to Grace Church, Chicago, where he remained until his death. He founded a number of other churches and was president of St. Luke's Hospital for thirty-nine years. For twenty years he was dean of the northeastern Deanery. After a life of distinguished ecclesiastical service Doctor Locke died in 1904.

HIRAM W. THOMAS, D.D.

Rev. Hiram W. Thomas, born in Hampshire County, W. Va., 1832, was sent to Chicago by the Methodist Episcopal Church in 1869. In 1880 he was sent to Aurora, but through his friends returned in 1877 to the Centenary Church where he was very popular. In 1880 he was suspended from the Methodist Church for heresy, but organized the People's Church and died beloved by many, August 12, 1909.



CHARLES EDW. CHENEY

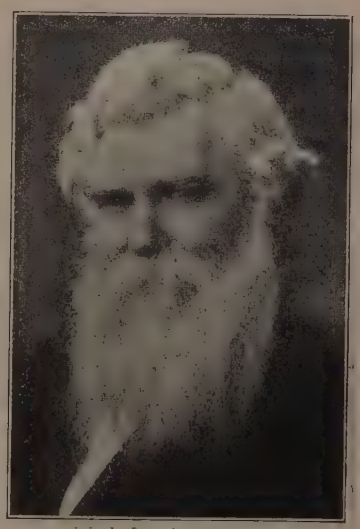
Rev. Charles E. Cheney, born in Canandaigua, N. Y., 1836, became rector of Christ Church (Protestant Episcopal) in Chicago 1860. As one of the most popular preachers he built up a large congregation. In 1869, after some difficulties he became pastor of the Reformed Episcopal Church and later its presiding Bishop. He died November 15, 1916, after a distinguished career.

P. S. HENSON

Dr. P. S. Henson came to Chicago from Philadelphia, and assumed pastoral charge of the First Baptist Church in March, 1882. He was the organizer of a movement to raise a jubilee offering of $25,000, which resulted in securing subscriptions sufficient to cancel the indebtedness remaining from the erection of the church, and a surplus to be used in further improvements about the grounds and building.

JOHNSTON MYERS

Johnston Myers was born in Kingston, N. Y. in 1859, and educated in New York State. Since 1894 Dr. Myers has been pastor of the Immanuel Baptist Church, and since 1904 President of the Baptist Ministers of Chicago. He was for many years trustee of the Chicago Theological Seminary. Dr. Myers is exceedingly well-known in Chicago divinity circles, and one of the city's most influential divines.



JENKIN LLOYD JONES

Jenkin Lloyd Jones was born in South Wales in 1843. In 1870 he was graduated from Meadville Theological Seminary. He was founder and editor of Unity, organizer and pastor of All Souls Church, Chicago; President of Illinois State Conference of Charities; lecturer at University of Chicago; President of Tower Hill Summer School. He organized Abraham Lincoln Center in 1905. His death occurred September 12, 1918.

RUFUS AUSTIN WHITE

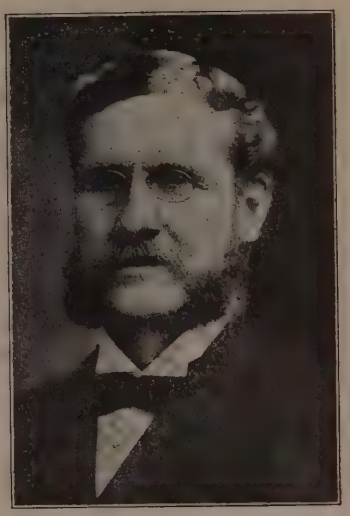
Dr. Rufus Austin White, D. D., was born in Franklin, Pa. He has three degrees from Tufts College and has been minister of the Peoples' Liberal Church since 1892. He is a thirty-third degree Mason, author of "South America To-day," an original founder and director of the Chicago Bureau of Charities, and President of the Illinois Children's Home and Aid Society. He is one of Chicago's most distinguished clergymen.

WILLIAM HARVEY WELLS

William Harvey Wells, eminent educator, was born at Tolland, Conn., 1812. He received an honorary degree from Dartmouth and later wrote several important text books. He was Superintendent of the Chicago Public Schools, 1856-64, an organizer and vice-president of the Chicago Astronomical Society, Director of the Public Library, and member of the Historical Society, etc. He died in 1885.

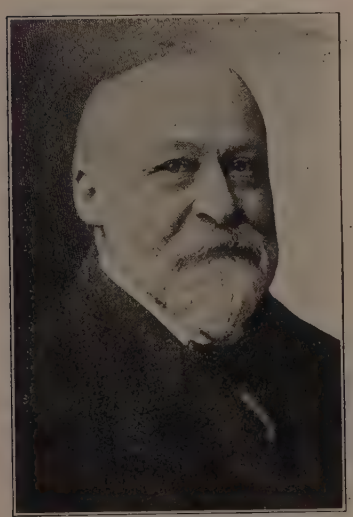
GEORGE HOWLAND

George Howland, born at Conway, Mass., 1824, coming to Chicago in 1858 as assistant principal of Chicago's only high school, soon became its principal. Later he was Superintendent of Chicago's schools, President of the Illinois State Board of Education, and a trustee of Amherst College, his alma mater. He was a noted writer, his works including many Latin translations. He died 1892.



ALBERT GRANNIS LANE

Albert G. Lane, born in Cook County, Ill., 1841, graduated from the Chicago High School in 1858. He began teaching and was elected Superintendent of Cook County Schools in 1869. Until his re-election three years later he was a bank cashier. In 1891 he became Superintendent of Chicago Schools. He did much for Chicago's educational system and was one of her finest educators. He died in 1906.

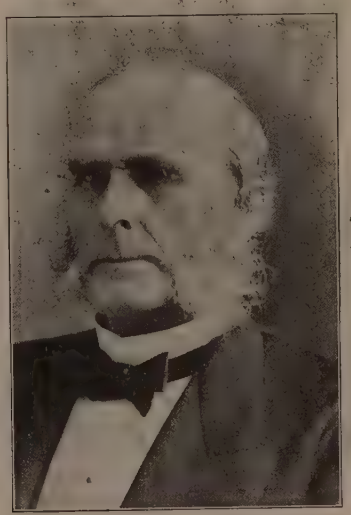


AUGUSTUS F. NIGHTINGALE

Augustus Nightingale was born in Quincy, Massachusetts, November 11, 1843. He served in various educational capacities until he came to Chicago in 1874 as principal of the Lake View High School. He remained there until 1890. Mr. Nightingale was elected Superintendent of Schools of Cook County in 1902. He was much beloved for his personal qualities and respected for his ability as an educator.

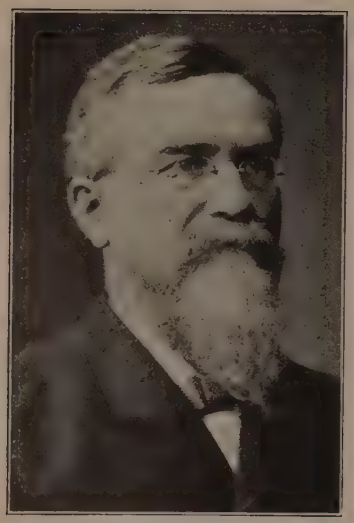
HENRY BEADMAN BRYANT

Henry Beadman Bryant, who with Henry D. Stratton was founder of the now-flourishing Bryant and Stratton Business College, was born in Gloucestershire, England in 1824. He was an astute, successful business man and his treatise on commercial law and interest tables was so excellent that it was adopted by the United States Treasury Department. He died July 28, 1925.



ZUINGLIUS GROVER

As head of the Dearborn Seminary over a long period of years, Professor Zuinglius Grover left the imprint of his fine mind and high moral example upon the characters of thousands of Chicago youth of early days. He came to Chicago from Providence, Rhode Island, to take full charge of the Seminary, then located on Wabash Avenue between Randolph and Washington Streets.

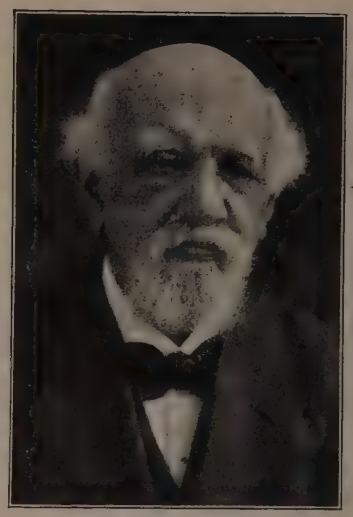


ALFRED KIRK

Alfred Kirk was born in Harrison County, Ohio, in 1832. Beginning in 1868, he became connected with the Chicago Public School System, after sixteen years of previous pedagogic experience. Mr. Kirk at length became principal of the Moseley School, and later became District Superintendent of Schools. In this office he enjoyed the confidence and regard of teachers and school children alike.

ELLA FLAGG YOUNG

Ella Flagg Young was born in Buffalo, January 15, 1845. She graduated from high school in Chicago and Chicago Normal School, and received her Ph. D. from the U. of C. in 1900 and LL. D. from the U. of Ill., 1910. Mrs. Young was District Superintendent of schools, 1887-94 and officer of many educational societies. She died October 26, 1918.



LESLIE LEWIS

Leslie Lewis, one of the most beloved of Chicago's educators, was Superintendent of Hyde Park Schools, and later, he became principal of the Kozminski School on the South Side. Mr. Lewis was fond of reminiscences of Old Chicago, and used also to tell how as a youth he had met Lincoln. Mr. Lewis retired in 1919 when past eighty and died a few years later.

FLORA JULIETTE COOKE

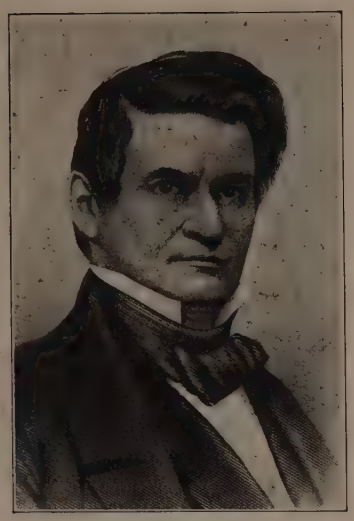
Flora Juliette Cooke was born at Bainbridge, Ohio, on December 25, 1864, a daughter of Rev. Sumner and Rosetta Ellis Hannum, and was later adopted by Charles E. and Luella Miller Cooke. She has played an important part in the educational history of Chicago, in 1901 succeeding the famous educator Francis W. Parker as principal and developing his system of education in the school that bears his name. Miss Cooke is considered one of the most eminent of Chicago's educators.

STELLA DYER LORING

Stella Dyer Loring, one of the foremost women educators of Chicago, was born here in 1841. In 1867 she married Sanford Loring. Five daughters were born. For over 45 years Mrs. Loring was head of a private school for girls, where the first kindergarten department in Chicago was started. A supporter of progressive education, she helped organize the Association of Principals of Private Schools, and was one of the first members of the Fortnightly and Chicago Woman's Clubs.

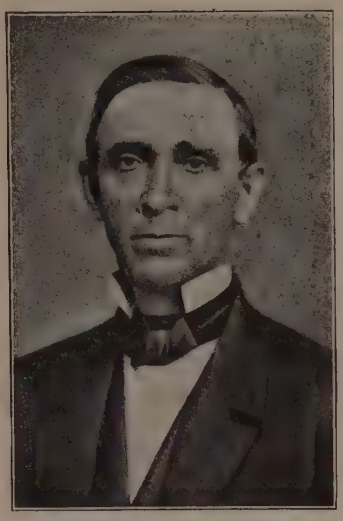
ELIZABETH FAULKNER

Founder in 1909 of the Faulkner School for Girls, Elizabeth Faulkner was born in Chicago in 1865, a daughter of Samuel and Cornelia (Smith) Faulkner. Graduated from the University of Chicago in 1885 she taught Greek and Latin in several high schools and in Kenwood Institute where she was Dean of Academic Work, 1905-1909. Miss Faulkner is a life member of Field Museum, Art Institute, and Chicago Historical Society, a Republican and a member of the Fortnightly, Antiquarian, and College clubs.



IRA COUCH

Ira Couch was born in Saratoga County, N. Y., 1806. He and his brother opened a small tailor shop in Chicago in 1836. This they sold Then leasing an old building, they renovated it and opened the Tremont House. This, rebuilt on a larger scale after a fire in 1839, became well known. Mr. Couch successfully improved several business blocks. He died in 1857.



FRANCIS CORNWALL SHERMAN

Born in Newton, Conn., Sept. 18, 1805, Mr. Sherman came to Chicago before it was incorporated and began driving passengers from Chicago to Joliet. A year later he began manufacturing brick in a prairie plant. He built the original Hotel Sherman as a store building. Was mayor of Chicago. He was the father of the general. He died in 1870.

J. IRVING PEARCE

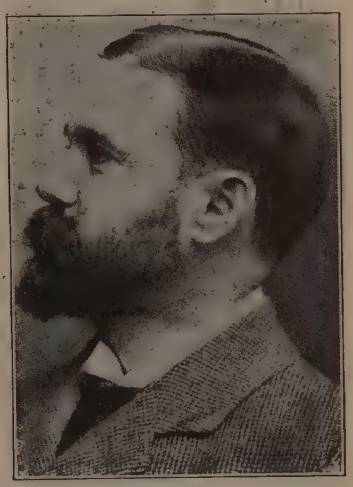
J. Irving Pearce, one of Chicago's pioneer hotel men, was born in Middlesex, New York, 1827. Of New England ancestry, his family settled in Boston in 1630. He came to Chicago in 1851. Was connected with the Matteson House, the Adams House, Old Hyde Park Hotel, and proprietor for twenty years of the Sherman House. Was treasurer of Chicago Exposition Company. He died July 4, 1902.

HENRY V. BEMIS

Henry V. Bemis, proprietor of the once-famous Hotel Richelieu, was born in Center Almond, N. Y., in 1832 and came to Chicago in 1859. Although previously an expert accountant in Cleveland he entered the brewing business in Chicago. He was later prominent as a member of the Board of Trade and in turf circles. He died in the early nineties.

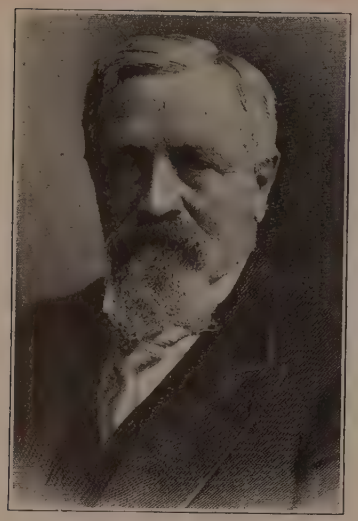
ALBERT S. GAGE

Albert Seth Gage was born in Dracut, Massachusetts, in 1842. At the age of sixteen he became a dry goods clerk. Coming to Chicago in 1860, he entered into mercantile business, erecting a new brick building while the ruins of the old were smoking, in 1871. He became proprietor of the Wellington Hotel in 1890 and gave it its great reputation for service and cuisine.



VICTOR LAWSON

Victor Lawson, one of Chicago's best known newspaper men, was born in this city on September 9, 1850, where he received his early education. He later attended and was graduated from Phillips Academy and Cambridge University. He was publisher of "The Skandinaven", and in 1876 purchased an interest in and became business manager of the Daily News, taking over the entire proprietorship of that paper and the Record in 1888. He died August 19, 1925.



HENRY HAMILTON HONORÉ

Henry H. Honoré was born in Louisville, Kentucky, February 19, 1824. Mr. Honoré first visited Chicago in 1853, coming here to reside in 1855. He was largely responsible for Chicago's magnificent park system, and was much beloved by his contemporaries. He married Eliza Carr of Oldham, Kentucky. They had four sons. Their daughter, Bertha, was Mrs. Potter Palmer, the other daughter Mrs. Fred Grant.

LEONARD SWETT

Leonard Swett, was born near Turner, Me., 1825. He was a lawyer and a great friend of Lincoln, supporting him strongly when Illinois made him Presidential Elector for the state-at-large in 1860. Settling in Chicago in 1865 he became a prominent criminal lawyer. He was very active in politics and remained so until the time of his death which occurred in 1889.

JOHN STOCKER MILLER

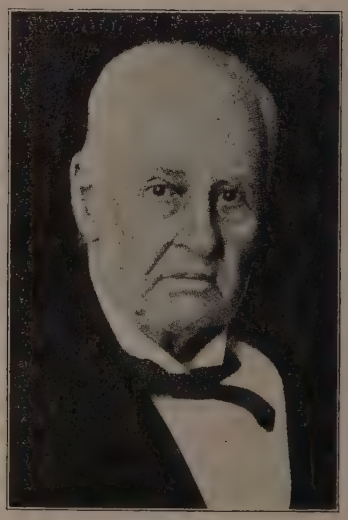
John S. Miller was born in Loweville, N. Y., in 1847, and educated at the St. Lawrence University. After teaching mathematics and the classics he entered the field of law, being admitted to the bar in 1870. He came to Chicago in 1874, forming the law firm of Miller & Snow. In 1891 he was appointed Corporation Counsel, which post he filled with credit. He died February 15, 1922.

SENECA D. KIMBARK

A pioneer of the iron business in Chicago, Mr. Kimbark secured his education by working while a youngster. He was one of the original board of South Park Commissioners and through his business activities made Chicago a heavy hardware center. He was born in 1832 in Venice, New York, the son of a poor farmer. He married Elizabeth Pruyne. His death August 13, 1912, deprived the city of a sterling citizen.

JOHN SUMNER RUNNELLS

John S. Runnells, born at Effingham Falls, N. H., 1844, went to Iowa, became secretary to the State governor and was later appointed United States Consul to Tunstall, England. Subsequently admitted to the bar, he held many important public offices. In Chicago in 1887 he founded the law firm of Runnells and Burry and was, for many years, president of the Pullman Palace Car Co.



JOSEPH E. GARY

Judge Joseph E. Gary was born in Potsdam, New York, in 1821. Admitted to the bar in St. Louis in 1844. After practicing in Springfield, Missouri, went to San Francisco and finally located in Chicago. In 1855 he married Elizabeth Sweetting. Was elected Judge of Superior Court of Cook County in 1863. He presided at the trial of the Anarchists. Judge Gary was one of Chicago's remarkable characters. He died in 1906.

EMERY ALEXANDER STORRS

Emery A. Storrs, born at Hinsdale, N. Y., 1835, came to Chicago in 1859 and practiced law with great success. He was in much demand as an orator, politically and otherwise. He was an Illinois Delegate-at-large to three National Republican Conventions. He was noted for his brilliancy and was a great wit. He died in 1885 at the very height of a brilliant career.

JOHN G. SHORTALL

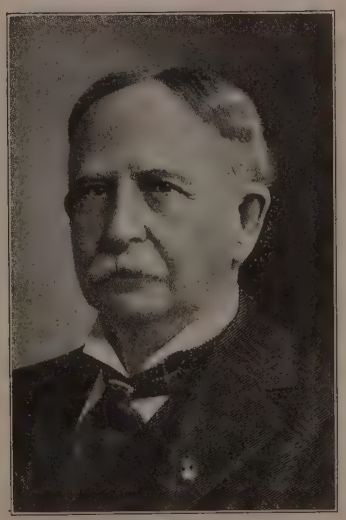
John G. Shortall was born in Dublin, Ireland, Sept. 20, 1838. One of the finest services ever done the city was that rendered by him in saving his firm's records in the Great Fire in 1871. From them and a few other records similarly preserved, the land titles in Chicago were reconstructed and legalized by the legislature. He organized the Illinois Humane Society and was its president for many years.

GRAEME STEWART

Graeme Stewart was born in Chicago in 1853. He attended the Skinner School and the Chicago University. He began his career by selling Sunday papers. A spectacular horseback ride across the Rush Street Bridge saved his employer's records in 1871. He was a partner of the W. M. Hoyt Co. until his death in 1905. Mr. Stewart was a powerful influence in civic affairs. He died June 27, 1905.

WILLIAM J. CALHOUN

William J. Calhoun has left his mark as lawyer, politician and presidential envoy on Chicago and the United States. Born Oct. 5, 1848, in Pittsburgh, Pa., he received a thorough education and was admitted to the bar in 1875. After rural practice he came to Chicago in 1898. He served as special commissioner to Cuba in 1897 and to Venezuela in 1906 and from 1910 to 1914 as Minister to China. He died in Chicago in 1916.



J. RUSSELL JONES

J. Russell Jones, widely known capitalist, was born in Conneaut, Ohio, 1823, settled at Galena, Ill., in 1840, where he was successful in business. In 1861 he was appointed by President Lincoln United States Marshal for Northern Illinois and came to Chicago in 1863, organizing the Chicago West Division R. R. of which he was president. In 1869 he became minister to Belgium, subsequently Collector of the Port. He died in 1905.

WILLIAM S. FORREST

William S. Forrest stands out in the criminal law records of the last half century as one of Chicago's greatest attorneys. Born in Baltimore July 9, 1852, he came to Chicago as a young lawyer in 1878 and by his command of eloquent English and his court room ability to dramatise, won a high place for himself. During his career he has appeared frequently before the Supreme court of the United States, winning many cases.

CHARLES GOSSAGE

Charles Gossage was born in Hamptonshire, England, January 21, 1830. Was educated at Brighton. In 1853 he and his brother Brooks came to America. Charles went to Charleston, South Carolina, then to Davenport, Iowa, then Cincinnati. He came to Chicago and established the firm of Ross and Gossage, afterwards Charles H. Gossage and Company. Married in 1870 to Margaret Anne Walker. He died January 5, 1883.

EDWARD ELY

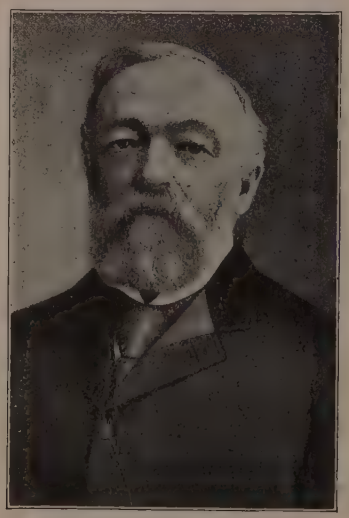
Edward Ely, pioneer merchant and constructive citizen of Chicago was born in Huntington, Conn., March 2, 1830. After learning the tailor's trade he made his way to Chicago in 1852. A year later he opened his own business in a frame building opposite the Tremont House. He lost everything in the great fire but rebuilt his fortunes on the ashes. He died Dec. 21, 1891, a very popular citizen.

JAMES H. WALKER

James H. Walker, born in New York City, 1844, started work for A. T. Stewart & Co. as an office boy gradually working his way to a high position. In 1876 he became their Chicago representative, and four and a half years later started his own mercantile business achieving enormous success. He later became a coal merchant. A popular club man, he died in 1905.

EDSON KEITH, SR.

Edson Keith, Sr., born in Barre, Vt., 1833, coming to Chicago in 1854, found work in a dry-goods store. In 1860 he and his partner started the firm of Keith, Faxon & Co., since become Edson Keith & Co. He was a director of the Metropolitan National Bank, the Edison Electric Light Co., and President of Keith Bros. & Co. He died September 21, 1896.



HENRY W. KING

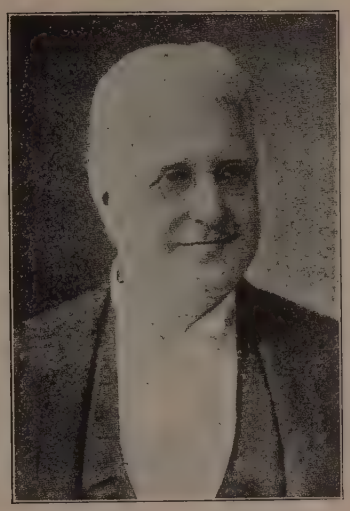
Henry W. King, founder of the famous clothing company that bore his name, was a self-made man, working for everything he won. But his acquirement of culture and broad intellectual outlook kept pace with his acquisition of wealth. He was a great philanthropist and executive in distribution of the fire relief fund. Born in New York State Dec. 18, 1828, he died in Chicago April 13, 1898.

E. J. LEHMANN

E. J. Lehmann began his business career as a bellboy. After experience in various lines and as jewelry merchant, in 1871 he established a store at State and Adams Streets known then as now as The Fair. Mr. Lehmann was born in Mecklenburg, Germany, in 1849, and died January 2, 1900, after establishing what remains as one of our greatest department stores, a monument to the enterprise of a poor boy of foreign birth.

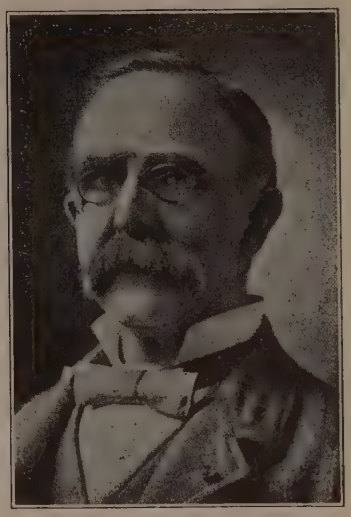
CHARLES E. RECTOR

Charles E. Rector was born May 26, 1844, and for the better part of his career was a noted restaurateur. For many years, until he removed to New York, Rector's, in the basement at Clark and Monroe Streets, as a place to dine was a name to conjure with, particularly where sea foods were concerned. He died September 23, 1914. His son, George Rector, is also a noted Chef de Cuisine.



HERBERT M. KINSLEY

One of the most distinguished caterers and restaurateurs in Chicago, Mr. Kinsley overcame many misfortunes and financial troubles and emerged a prominent man. Born in Canton, Mass., Sept. 18, 1831, he came to Chicago in '65 and after many changes finally located on Adams street between Clark and Dearborn Streets, a favorite place of rendezvous for the *beau monde*.

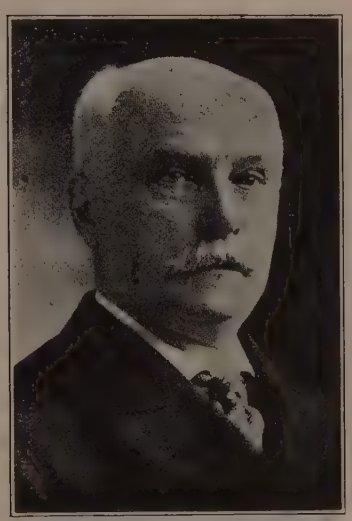


CHARLES HENRY SLACK

Charles H. Slack was born in Columbia, Pa., in 1839. Serving as an engineer in the Navy he engaged in several important naval battles during the Civil War. After working as a mechanical engineer he became a cattle merchant and finally came to Chicago in 1868, becoming a very successful grocer and acquiring a large fortune. He died in 1925.

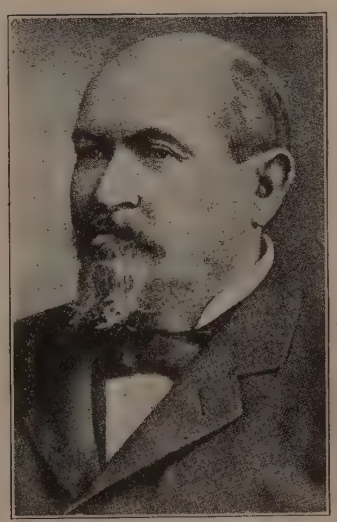
HENRY SCHOELLKOPF

Henry Schoellkopf, wholesale grocer, was born in Württemberg, Germany, 1826, and came to America in 1848. Coming to Chicago from Buffalo, N. Y., in 1851, he started a grocery business in a small way. He soon prospered and became one of the foremost men in the wholesale grocery trade. A successful merchant and respected citizen, he died January 2, 1916.



HERMAN WEBER

Herman Weber was a native of Germany. He was one of the best known restaurateurs of Chicago and for years had the management of the Union Hotel and Restaurant on Randolph Street which was noted for its excellent German cuisine. The "Union," as a hotel and restaurant ceased to exist over a decade ago. Mr. Weber has been dead for a number of years.

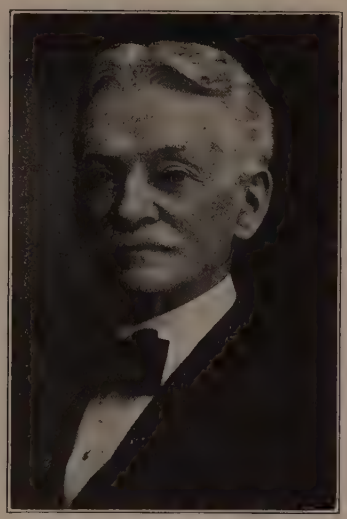


JAMES JEFFERSON GORE

James Gore, never known to his friends by any other cognomen than "Jim" Gore, was a Georgian by birth. After an eventful career as a miner in Nevada and a residence in San Francisco, he turned to Chicago in 1865 and with his friend Chapin, opened a grocery store at State and Monroe Streets. On May 13, 1872, Chapin and Gore opened at 73-75 Monroe Street, what was destined to become for years a famous rendezvous for bon vivants.

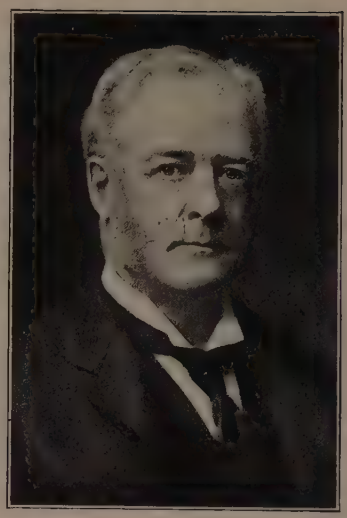
WIRT DEXTER

Wirt Dexter, born in Dexter, Mich., 1831, turned to law and came to Chicago to practice and to aid his father's lumber interests. The Government found him a strong supporter in the Civil War. He was general solicitor and member of the Board of Directors of the Chicago, Burlington & Quincy Railroad Companies. Mr. Dexter was one of the city's most prominent clubmen. His death occurred in 1890.



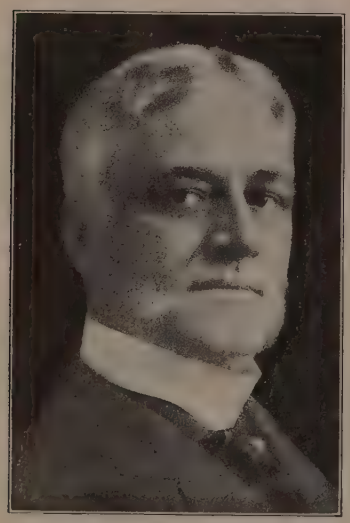
AUGUSTUS E. BOURNIQUE

Augustus Bournique was born at Cirey, France, October 27, 1842. He came to New York with his parents in 1845, received his education there and came to Chicago in 1857. He married, in 1863, his wife being a teacher of dancing. They established their first school in 1865 at State and Randolph Streets. Their school was destroyed in the Great Fire and their last Academy was on Twenty-third Street. Mr. Bournique died on July 18, 1926.



MOSES JAMES WENTWORTH

Moses James Wentworth was born in Sandwich, N. H., on May 9, 1848, the son of Joseph and Sarah Payson (Jones) Wentworth. He was educated at Phillips Academy, Harvard College, and Union College of Law. In 1891 he married Lizzie Shaw Hunt. They had two sons, John and Hunt. Mr. Wentworth was a director of the Merchants' Loan and Trust Company; a trustee of Newberry Library; and was a member of the Illinois legislature for three terms. He died in March, 1921.

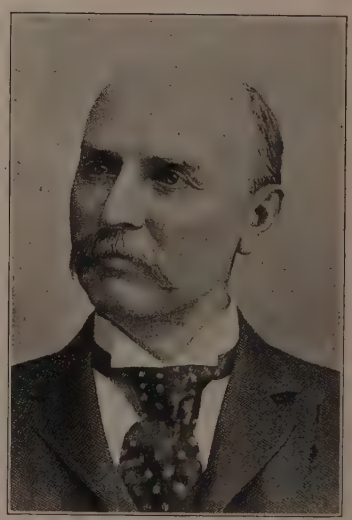


ARTHUR J. CATON

Successful as a lawyer and as corporation counsel, Mr. Caton gave up his practice to look after his father's estate and became a leader in club life and a cultural guide in the city. Born in Ottawa, Ill., in 1851, he attended Phillips Exeter academy, and Hamilton college. He traveled much abroad, particularly in China and Japan. Mr. Caton, as a clubman and in society was one of the city's leaders. He died November 18, 1904.

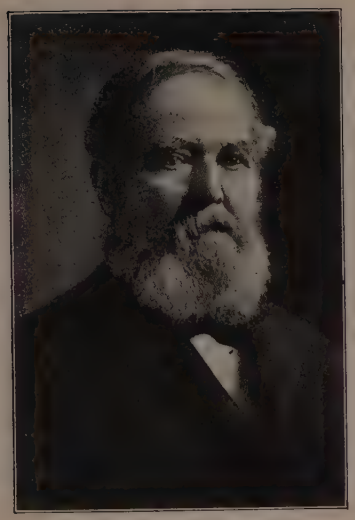
NORMAN B. REAM

Norman B. Ream, one of Chicago's most successful business men, was born in Somerset County, Penn., 1844. He fought gallantly during the Civil, being forced to retire because of wounds inflicted. He came to Chicago in 1871 where during a series of successful enterprises he amassed a huge fortune. He was best known in financial circles and was very prominent on the Board of Trade. He died February 9, 1915.



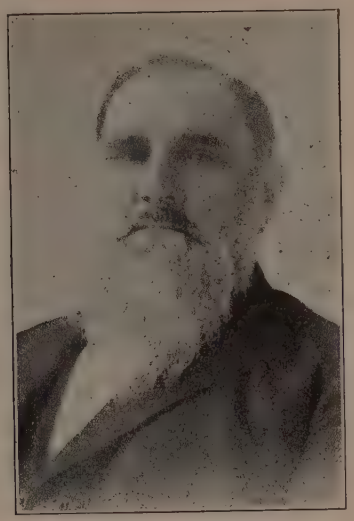
EUGENE S. PIKE

Born in Lake County, Ohio, in 1835, Eugene S. Pike engaged profitably in the fruit importing and banking businesses before coming to Chicago in 1867. Here he was very successful as a builder and real estate man. He was also a director of the First National Bank and of the World's Columbian Exposition. Philanthropist, capitalist and leader in matters of public welfare, he died October 17, 1916.



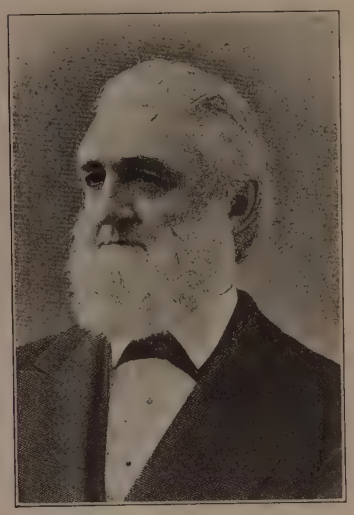
ELIAS COLBERT

Few men have shown marked ability in as many lines as Elias Colbert, who came to Chicago from England in 1857. He was a music teacher, a noted astronomer, gifted historian, able shorthand writer and able journalist. He was once city editor of the Tribune, and at the same time head of the Department of Astronomy at the old Chicago University. He died June 28, 1921.



ANTON C. HESING

Orphaned at 15, Anton C. Hesing borrowed enough money from his guardian in Vechta, Prussia, where he was born in 1823, to cross to America, made a fortune in Cincinnati and carved a lasting name in journalism as owner and editor of the Staats-Zeitung in Chicago. He married Louisa Lamping in 1848. The death of Mr. Hesing occurred December 18, 1897.



WILBUR F. STOREY

Wilbur F. Storey was Chicago's first great sensational journalist. Born in Salisbury, Vermont, Dec. 19, 1819, he learned the printing trade as a boy and forced his way to the top as editor and publisher of the Chicago Times. Regarded as the organ of the Democratic anti-war party, in 1863 it was suppressed by a military order which was later revoked by President Lincoln. He died October 27, 1884.

JOHN F. FINERTY

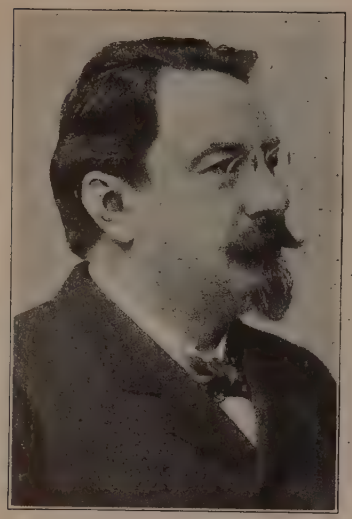
John F. Finerty, born in Galway, Ireland, 1846, came to America and enlisted in the Civil War, after which he came to Chicago and worked on "The Chicago Times." In 1882 he started his own paper, "The Citizen." The same year he was elected to Congress. He was later Oil Inspector of Chicago, then his paper occupied him until his death, 1908.

FRANK W. GILBERT

Associate editor of the Chicago Daily Journal, the Chicago Inter Ocean and the Chicago Tribune, a man of high literary attainment having a deep desire for truth, and the ability to fill public office Mr. Gilbert left his mark on thousands of Chicagoans. Born in Vermont, in 1830, he came west after completing his education. He died Nov. 4, 1899, sincerely mourned.

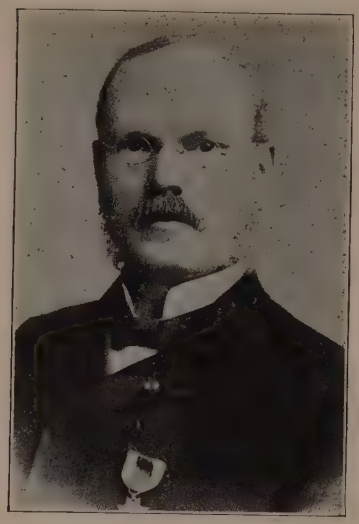
HERMAN RASTER

Born in Dessau, Germany, Herman Raster came to America thoroughly trained as a journalist and became one of its leading moulders of public opinion. In 1867 he became editorial chief of the Illinois Staats-Zeitung, the capacity in which he won fame. A member of the first Chicago public library board, he died in Dessau July 24, 1891.



HARRY RUBENS

Harry Rubens was born in Vienna, Austria, 1850. He edited a St. Louis paper, with the artist Keppler founded Puck in 1871, and was admitted to the bar six years later. He was connected with several Chicago newspapers and became a well-known lawyer. He was decorated by the Emperors of both Germany and Austria. Died June 13, 1920.

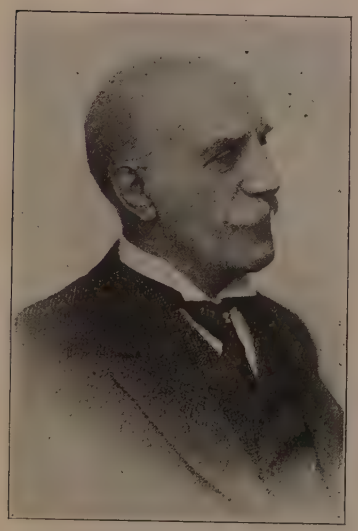


HON. WILLIAM VOCKE

Hon. William Vocke, born in Minden, Westphalia, came to this country in 1856 and soon after to Chicago, being employed by the Staats-Zeitung, and studying law the while. He entered the Civil War, emerging a captain and returned to the paper as city editor. A popular lawyer, he was elected to the state legislature in 1870, and held important positions. He died May 13, 1907.

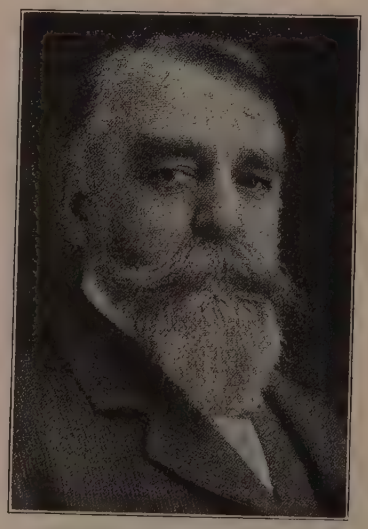
CHRISTOPH HOTZ

Christoph Hotz was probably known to more farmers of the elder generation around Chicago than any other manufacturer except his partner Schuttler in the farm wagon business. Born in Germany in 1842, he received his mechanical training there. The great fire destroyed his factory but it was soon rebuilt. He was prominent politically. He died in 1904.



MARTIN MEYER

Martin Meyer was born November 6, 1837, in Hamburg, Germany. He came to the United States, landing in Boston in 1852, and arriving in Chicago in 1864. In 1874 he opened his own hat store at Madison and Sangamon Streets, and in 1878 moved to the corner of Clark and Monroe Streets, where he remained until 1892. Afterwards, until his retirement he was at Monroe and Dearborn Streets. He was a charter member of the Germania Club. He died July 24th, 1913.



PETER SCHUTTLER

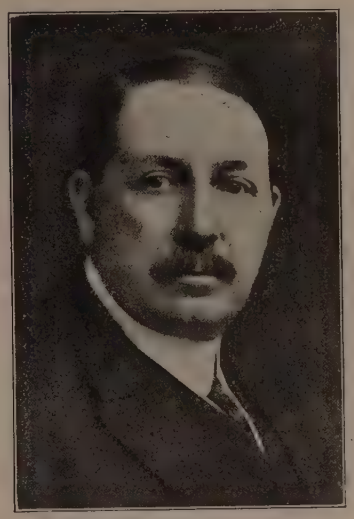
Peter Schuttler was born in Sandusky, Ohio, September 19, 1841. In 1843 he came to Chicago and since 1860 was indentified with the Schuttler Wagon Works which his father founded. He carried on his father's work very successfully. In 1878 the firm became Schuttler & Hotz and once again the Schuttler Wagon Works Co.. The firm discontinued the wagon works in 1925.

WILLIAM BOLDENWECK

Born in Germany Aug. 9, 1851, Mr. Boldenweck, was left an orphan by the cholera epidemic in Chicago in 1854. Friends gave him an education. Prospering in business he was for years a sanitary district trustee, serving as president. He married Adelheid Samme in 1873. Their three children died in infancy. He served as mayor of Lake View and died in Aug., 1923.

FRANKLIN PARMELEE

From the year of his first residence in Chicago, 1853, until his death Franklin Parmelee operated a transfer business here. The business lives on after him. Born in Byron, New York, in 1816, he began the transfer business as a lad. His first visit here was as a steamer clerk. He founded the Chicago Omnibus line with 16 buses. He died November 30, 1921.



OWEN HAROLD FAY

Owen Harold Fay was born in Dublin, Ireland, in 1858. He received his schooling in Rockford, Ill., coming to Chicago when he was seventeen. After holding two positions working for livery concerns he organized the Owen H. Fay Livery Co. in 1896. As the first man to run motor-driven cabs in this city he was really Chicago's pioneer taxi magnate. He died in 1922.

RUDOLPH BRAND

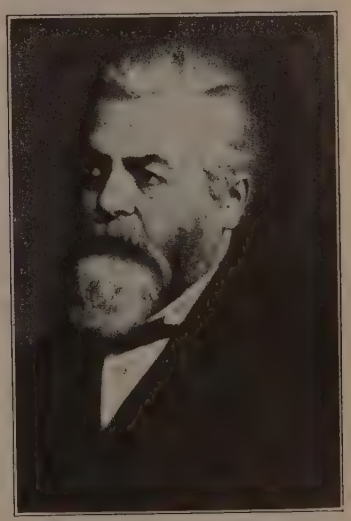
Rudolph Brand was born in Germany in 1851, where he received his early education and learned the brewing trade. He came to Chicago in 1868; was married to Clara Uhlich in 1875. With his uncle he organized Michael Brand & Co., afterwards a part of the U. S. Brewing Co. From 1881 to 1883 he was city treasurer of Chicago. He died March 24, 1916.

CONRAD SEIPP

The liberality and kindly spirit of Conrad Seipp as well as his career as a pioneer brewer made his name known over the entire Middle West. Born in 1825, he crossed the Atlantic and came here in the early '50's. His ventures from the first were successful and he died Jan. 18, 1890, a wealthy man despite the fact he was "generous to a fault."

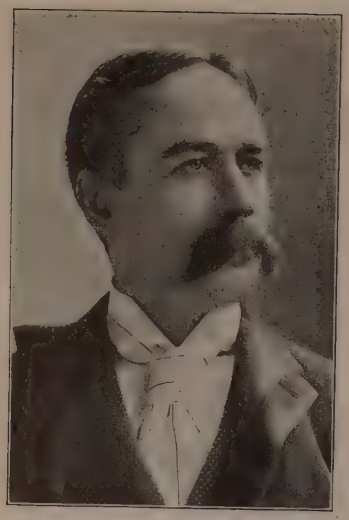
MICHAEL BRAND

Michael Brand, well-known brewer and prominent citizen, was born in Germany, 1826. He came to America and to Chicago in the year 1848. He was a partner of Mr. Valentine Busch until the latter's death. He amassed a fortune in the brewing business but was also a member of the Board of Trade and a director of the International Bank of Chicago.



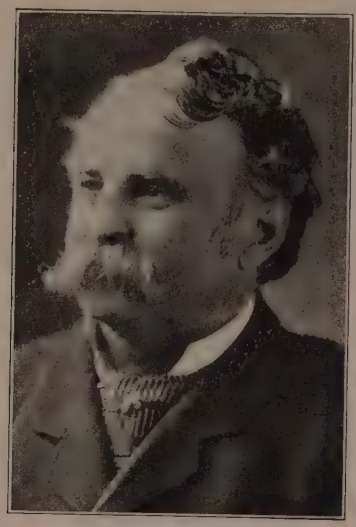
PETER SCHOENHOFEN

Peter Schoenhofen was born in Derbach, Prussia, February 2, 1827. At twenty-four years of age he came to America. Shortly after his arrival he came to Chicago and entered the brewing business. In 1858, with Mathias Gottfried, he founded a small brewery, the nucleus of the afterward great institution, the Schoenhofen Brewing Company. He died on January 2, 1893.



MATTHEW JOSEPH STEFFENS

Matthew Joseph Steffens, born in the Moselle Country of Alsace-Lorraine 1853, ran away from home when eighteen and came to America. In 1872 he came to Chicago and started in the photographic business, gaining great success. His old studio was on Prairie Avenue, then the fashionable district and his clientele consisted of the city's elite. He died in 1928.

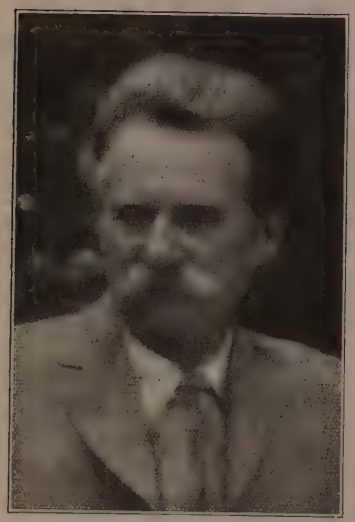


CHARLES D. MOSHER

For many years he was one of Chicago's leading portrait photographers. One lasting service that he did which has endeared him to Chicagoans was the establishment of a collection of Memorial photographs of Chicago citizens begun promptly after the Philadelphia Centennial of 1876. This collection after many years was presented to the Chicago Historical Society. He died in 1896.

SILAS PETER MELANDER

Silas Peter Melander, photographer, was born in Jonkoping, Sweden, 1850. He came to this country two years later. When sixteen he began to study photography and in 1868 discovered the art of retouching. He was "burnt out" by the fire of 1871, but started all over again. He was for long the official photographer of the Historical Society. He retired in 1923, and died May 2, 1929.

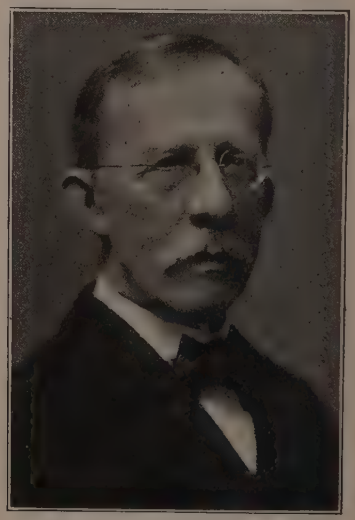


JENS JENSEN

Jens Jensen was born in Denmark, 1860. Coming to Chicago in 1884 he was employed by the West Park system, becoming superintendent of Humboldt Park. Resigning in 1900 he practiced landscape architecture for six years at the end of which he was recalled to the West Park system. Resuming his profession he is now the most widely known landscape architect in the Middle West.

WALTER DWIGHT MOODY

Walter Dwight Moody was born in Detroit, January 16, 1874. He started his career at fourteen years of age in the dry goods business. Coming to Chicago in 1904, he became sales manager for Gage Brothers and Company. He was elected business manager of the Chamber of Commerce in 1907. In 1911 he was placed in charge of the Plan Commission. He died November 21, 1920.



GRAHAM TAYLOR

Graham Taylor, eminent professor of Christian sociology, was born in Schenectady, N. Y., 1851. In 1892 while occupying the chair of practical theology at the Hartford Theological Seminary he came to lecture on sociology at the University of Chicago. Subsequently he was a director of the Institute of Social Science and Arts, and founder and, since 1894, resident warden of the Chicago Commons Social Settlement.

LORADO TAFT

Lorado Taft was born in Elmwood, Ill., 1860, graduated from the University of Illinois, and studied sculpture at the Ecole des Beaux Arts in Paris. He settled in Chicago in 1886, aided in the Columbian Exposition, and became affiliated with the Art Institute. He is an art lecturer at the University of Chicago and is one of the very foremost American sculptors.

LEONARD WELLS VOLK

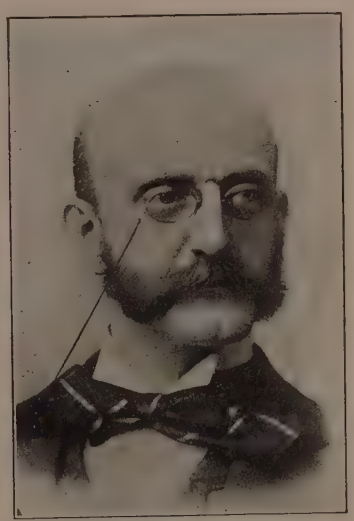
Leonard Wells Volk, one of the first sculptors in this part of the country, was born in Wellstown, N. Y., 1828. He came West and with the aid of Stephen A. Douglas went to Italy to study after having settled as a sculptor in Chicago in 1855. After innumerable hardships he finally succeeded. His statues of Lincoln and Douglas are famous. He died in 1895.

NELLIE VERNE WALKER

Nellie Verne Walker was born and reared in Iowa. Received her art education at Art Institute, Chicago, under Lorado Taft and in Europe. Was five years assistant instructor in sculpture at the Art Institute. Was president of the Cordon Club from 1919 to 1921. Has executed many public and private monuments, portraits and busts, the best known of which is the group "Her Son."

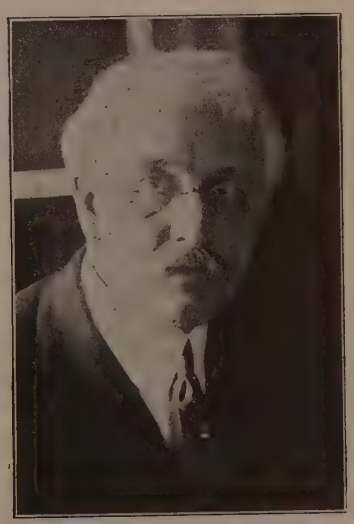
ALBERT A. MICHELSON

Albert Abraham Michelson, scientist, was born in Strelno, Germany, December 19, 1852. He was educated at the U. S. Naval Academy, University of Berlin, College de France and Ecole Polytechnique. In 1899 he married Edna Stanton of Lake Forest, Illinois. Since 1892 he has been professor and head of the department of physics of the University of Chicago, and has won international recognition through his researches in light, and as winner in 1907 of the Nobel Prize for Physics.



BARTHOLD MEYER

Born at Hamburg, Germany, May 12, 1845, died at New York, Dec. 13, 1897. He came to Chicago in 1869. Was leading portrait artist for many years. Made portraits of James G. Blaine, Damrosch and Lilli Lehman. Was a charter member of the Germania Club. He was a noted wit and inimitable raconteur. His children were Sigmund, James E., and Hannah.



JAMES HENRY BREASTED

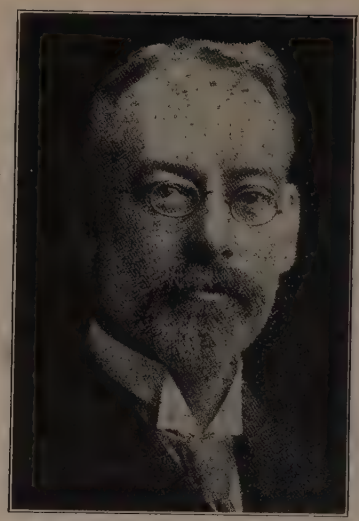
James Henry Breasted, orientalist, historian, lecturer, author, educator, was born in Rockford, Illinois, August 27, 1865. He studied at Northwestern College, Chicago Theological Seminary, Yale University, and University of Berlin. He became connected with the University of Chicago in 1894. At present is in full charge of the work of the Oriental Institute in the Near East, and related research projects.

WILLIAM FREDERICK POOLE

William F. Poole, bibliographer, historian, and library organizer, was born at Salem, Mass., 1821, graduated from Yale in 1849 and in 1873 came to Chicago to organize the Chicago Public Library and later to head the Newberry Library. He had won fame for his "Index to Periodical Literature." He received the LL.D. degree from Northwestern University and for a time edited the literary paper "The Owl." He died March 1, 1894.

FREDERICK H. HILD

Frederick H. Hild came from Cincinnati with Dr. Poole and as a youth worked as night attendant at the Chicago Public Library, beginning in 1874. He became assistant librarian in 1881, and in 1887 was chosen librarian. Though quite young he was recognized as an able executive. He was a member of the Press Club, and vice-president of the American Library Association. He died August 11, 1914.

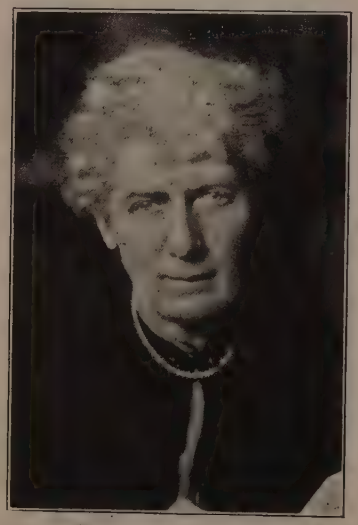


CLEMENT WALKER ANDREWS

Clement Walker Andrews who has probably guided more Chicagoans to books of technical authenticity then any other person, was librarian of the John Crerar library from 1895 until he retired in 1928. He was president of the American library association in 1906 and 1907. He was born in Salem, Mass., Jan. 13, 1858, and received his education at Harvard and Northwestern. He is unmarried.

HENRY E. LEGLER

Henry E. Legler was born June 22, 1861, in Palermo, Italy. His early education was received in Switzerland, his later training in the United States. He was a member of the Wisconsin Assembly in 1889, librarian of the Chicago Public Library, 1909, and a member of the following: Bibliographical Society of America, Executive Council of American Library Institute, Parkman Club and the Cliff Dwellers. Mr. Legler wrote Chevalier Henry de Tonty, A Moses of the Mormons, etc. He died in 1917.



CAROLINE M. McILVAINE

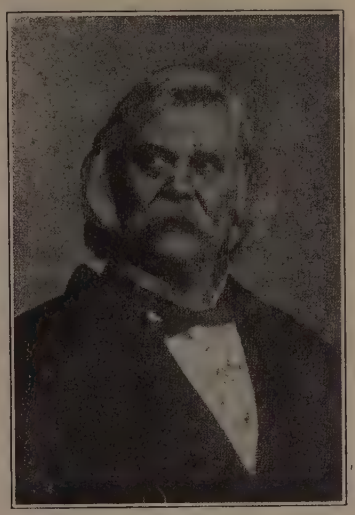
Caroline M. McIlvaine, daughter of John S. and Laura Hinds McIlvaine, was born in Chicago. For over a quarter of a century she was the secretary and librarian of the Chicago Historical Society. Her special qualifications and faculty of making friends have given her an acquaintance with several generations of Chicagoans. Her reputation as a librarian and museumist is not only local, but nation-wide.

CARL BISMARK RODEN

Carl B. Roden, librarian of the Chicago Public Library, entered that institution as page in 1886 and rose through various positions to become superintendent of the catalogue department in 1908. A year later he became acting librarian and after nine years as assistant librarian became the head of that great institution in 1918. He was born in Kansas City, Mo., June 7, 1871.

J. CHRISTIAN BAY

J. Christian Bay, author and librarian, was educated at the University of Copenhagen and entered library work in 1892 at St. Louis, Mo. In 1900 the Library of Congress claimed him, and in 1905 he was called to The John Crerar Library as Chief Classifier. In 1917 the Medical Reference Librarianship was added to his duties, and since January, 1928, he has been Librarian in charge.

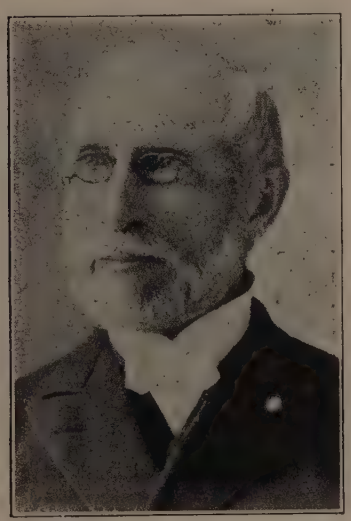


FRANK LUMBARD

Frank Lumbard, Chicago's famous campaign singer, was born in New York City and came here around 1852. His beautiful voice, musical talent, and winning personality made him a real notable. He organized many concerts, was the first city school music teacher, and led Republican meetings and army campaigns with the force of his voice. He died in obscurity, penniless in 1882.

WM. LAWRENCE TOMLINS

William Lawrence Tomlins, distinguished musical pedant, was born in London, England in 1844. There he taught until 1870 when he emigrated to Chicago. During the years 1875 to 1898 he was conductor of the well-known Apollo Club. In 1903 he opened a training school for choral voice culture; in 1904 entered the public school system, and returned to London in 1910. His work with children made him famous.

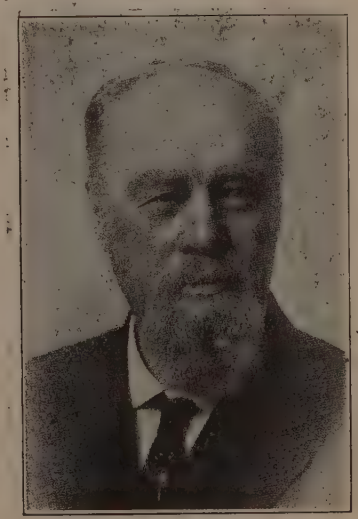


GEORGE FREDERICK ROOT

George Frederick Root, eminent musician and composer, was born in Sheffield, Massachusetts in 1825. He was associated with Lowell Mason in Boston, and in 1859 came to Chicago and was long prominent as a music dealer. He was an accomplished organist and writer of popular songs. He died in 1895. His first success was "Hazel Dell," but his fame rests on the great war songs: "Tramp, Tramp, Tramp," "The Battle Cry of Freedom," etc.

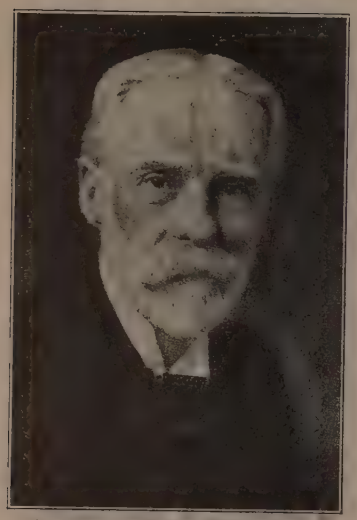
HANS BALATKA

A visit Mr. Balatka made to Chicago in 1857 resulted in the organization of the Philharmonic society, whose concerts he conducted from 1860 to 1868. In 1869 he attempted another season, but Theodore Thomas orchestra, then in its first season won popular favor. His influence in Chicago musical circles was great. He died April 17, 1899, in Chicago.



GEORGE PUTNAM UPTON

George P. Upton, born at Roxbury, Massachusetts, 1834, coming to Chicago in 1854, worked on *The Native American.* He soon became city editor of *The Evening Journal* and later musical critic of *The Chicago Tribune.* He became vice president of the Tribune Company and was regarded as an authority on music and drama, his many written works being very valuable. He died in 1919.



BRYAN LATHROP

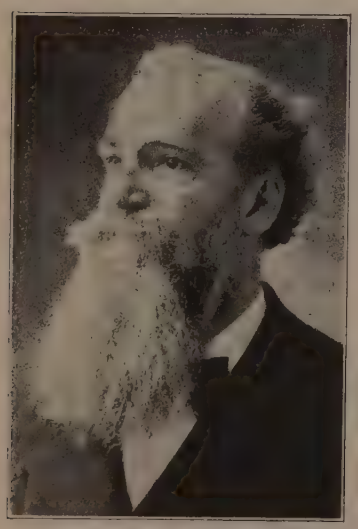
In Alexandria, Va., in 1844, was born Bryan Lathrop, patron of music. He came to Chicago in 1865, where he entered the real estate business, becoming trustee of estates and manager for some of the most important. Although he was interested in several civic organizations, his important work was as President and one of the founders of the Chicago Orchestra Association. He died May 13, 1916.

FREDERICK STOCK

Frederick Stock came here as a violinist to join the Theodore Thomas Orchestra in 1895. Ten years later he became director upon the death of Theodore Thomas. He is an international leader in music, born in Julich, Germany, November 11, 1872. He has led the Symphony through crises to high fame. He married Elsie Muskulus of Fulda, Germany, in 1896.

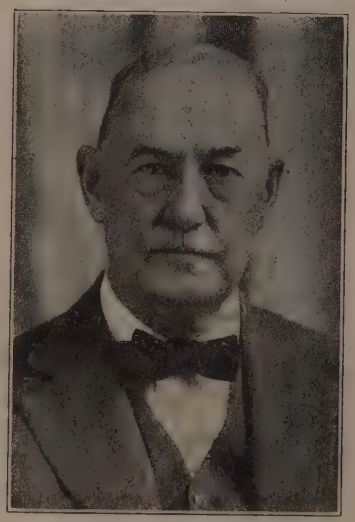
CHARLES D. HAMILL

Charles D. Hamill, born in Bloomington, Ind., 1839, came to Chicago to live soon after 1852 starting work as a messenger boy. In 1875 he was one of the most successful men on the Stock Exchange and later on he was elected President of the Board of Trade. He did much to advance music and all other arts and died January 11, 1905.



H. CLARENCE EDDY

H. Clarence Eddy, native of Greenfield, Massachusetts, was born in 1851. As a child he evinced extraordinary aptitude for music, which he accordingly studied here and abroad. After notable triumphs in Berlin, he came to Chicago in 1875 to become organist for the first Congregational Church, and, later, Director of the Hershey School of Music Art.

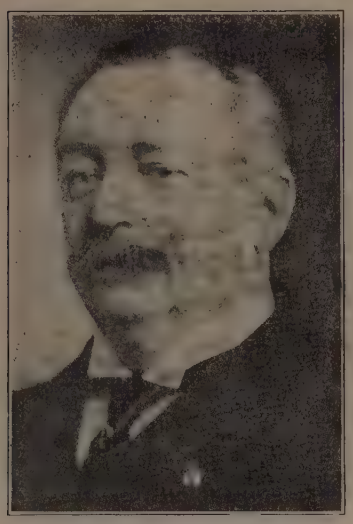


MILWARD ADAMS

Milward Adams, was one of the conductors of the old Summer Garden Concerts in the Exposition building. He later was a leader in the festivals and for years was manager of the Thomas orchestra. He was the first manager of the Auditorium theater and a coworker of Mr. Thomas. He was born in Lexington, Ky., in 1857 and died June 18, 1923, in the Auditorium hotel.

HARRISON M. WILD

Harrison M. Wild was born at Hoboken, New Jersey, March 6, 1861. He studied at the Leipzig Conservatory and under Eddy, Gleason and Liebling. One of Chicago's great organists, for two score years he was conductor of the Mendelssohn and Apollo Clubs, and one of Chicago's foremost teachers. He married Gertrude Y. Cornell in 1884. His passing on March 1, 1929, was a distinct loss to Chicago.



DR. FLORENZ ZIEGFELD

Dr. Florenz Ziegfeld, after refusing one of the highest musical positions in Europe, came to Chicago in 1867, where he founded one of this country's finest musical institutions, now known as the Chicago Musical College. He was born in Jever, Oldenburg, Germany, the son of Florenz and Louise Kirchhof Ziegfeld. Son of a great musician, he passed on to his son, Florenz Ziegfeld of the Follies, his inherited talent for music and color. He died on May 20, 1923.

CARL WOLFSOHN

Carl Wolfsohn was born in 1834 in Pless, Silesia. He was a pupil of Alois Schmitt, toured Germany in 1848, went to London in 1852 and came to Chicago in 1873. For many years he was a noted teacher and had under his tutelage pupils who afterward became famous concert pianists, among them Fannie Bloomfield Zeisler, Myrtle Elvyn, and Augusta Cottlow. He was a brilliant concert pianist.

EMIL LIEBLING

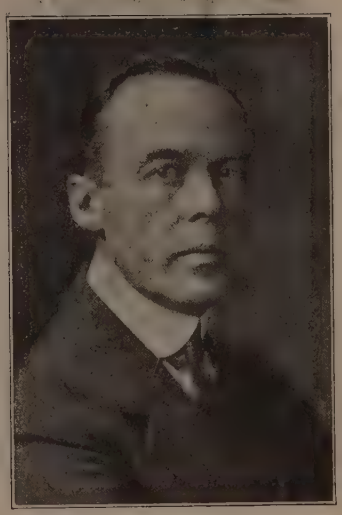
Emil Liebling, noted as teacher of music and pianist, was born in Pless, Germany, in 1851. After studying piano under Ehrlich, Kullak, Dachs and Liszt, he came to the United States in 1867, settling in Chicago in 1872. Here he gained prominence as a concert pianist, teacher, musical writer, lecturer and composer. He was one of Chicago's best known musical figures.

FANNY BLOOMFIELD ZEISLER

A native of Austrian Silesia, Mrs. Zeisler was brought to Chicago when less than two years of age. Early evidence of talent resulted in extensive training in music. In 1883 began that great career which has caused her to be acclaimed as the world's greatest pianist of her day by critics in every great city of America and Europe. Many of her pupils have won high honors. She was born in 1863 and died in 1927.

GLENN DILLARD GUNN

Glenn Dillard Gunn was born in Topeka, Kan., 1874, graduated from the Royal Conservatory of Music, Leipsic, 1899, and for one year toured Germany as a concert pianist. After lecturing at the University of Chicago, he founded his own school in 1906 and the American Symphony Orchestra in 1914. For four years he was Music Editor of the Tribune. He is now in a like capacity on the Herald-Examiner.

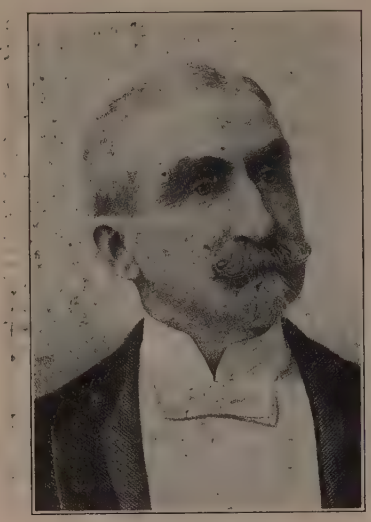


JOHN ALDEN CARPENTER

John Alden Carpenter, born in Chicago 1876, is a well-known composer besides engaging in his family's traditional ship chandlery business. He graduated from Harvard with two degrees, one of them honorary. He studied music with Amy Fay, a pupil of Liszt's as well as with Sir Edward Elgar in Rome, and others. His compositions have been produced by the Chicago Civic Opera Co. and by the Metropolitan Opera Company, of New York.

EDGAR C. SMITH

Edgar C. Smith, head of the Chicago Kimball Piano Company, was born on a farm in Winnebago County, Illinois Upon coming to Chicago he received employment with the company on July 10, 1880, and has been with it ever since. During these many years he has established acquaintance and friendship with the foremost musical people of the time, thus making for himself an enviable position in the musical background of Chicago.

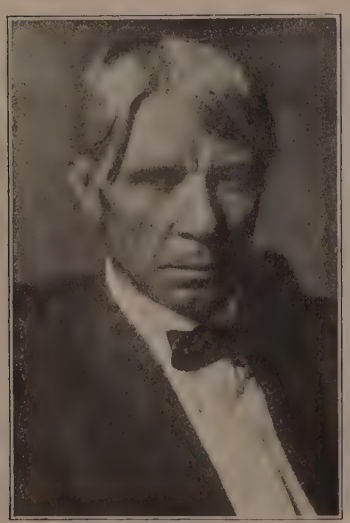


JOSEPH KIRKLAND

Joseph Kirkland came to Chicago in 1856, was clerk, railroad worker, coal miner, soldier, lawyer, writer. He was for a time literary editor of the Tribune. A member of the Press Club, author of several novels, and a notable historical work, "The Story of Chicago," he was no less successful as a lawyer. Major and Mrs. Kirkland were social favorites to the end of their lives. He died April 20, 1894.

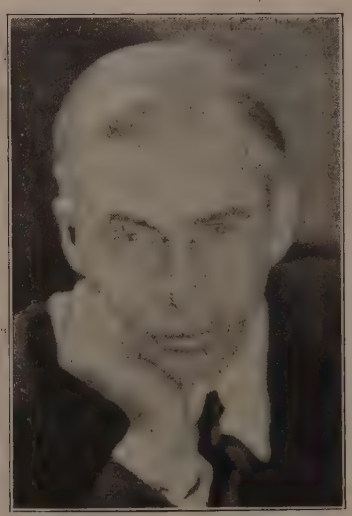
OPIE READ

Opie Read, popular author, was born in Nashville, Tenn. in 1852. He learned to set type and worked his way through college. Drifting to Arkansas, he started the "Arkansas Traveler." In 1887 he came to Chicago and devoted himself entirely to literary work. He has written about thirty books in all the best known of which are "A Kentucky Colonel" and "The Jucklins." Several of these have been staged.



CARL SANDBURG

Carl Sandburg, born in Galesburg, Ill., 1878, is one of America's foremost modernist poets. He has been living in this city off and on ever since a youngster when he arrived in a box car. He is well-known as a writer and lecturer throughout the United States, his most famous work being his biography of Lincoln. His latest work "The Song Bag" is winning him new laurels. He is now a special writer for the Chicago Daily News.



ASHTON STEVENS

Ashton Stevens was born in San Francisco, Calif. on August 11, 1872. He was, at various times, dramatic critic of the San Francisco News Letter, the Morning Call and San Francisco Examiner. He has been dramatic critic for the Chicago Examiner since 1910. His book "Actor-Views", published in 1923, added to his prestige, and his new venture "A Column or Less" in the Hearst papers has added to his reputation as a keen observer and clever newspaper man.

RICHARD HENRY LITTLE

Richard Henry Little, R. H. L., conductor of the "A Line o' Type or Two" in the Chicago Tribune since December of 1922, was born in LeRoy, Ill., August 25, 1869. He was a reporter on the Tribune as early at 1895, later realizing his ambition to become a war correspondent. Mr. Little was war correspondent in the Spanish-American war and in the Boer, Boxer, and the Japanese-Russian wars. He married Shelby Melton of Vicksburg, Miss.

FRANKLIN H. HEAD

Born in Paris, New York, in 1835 Franklin H. Head settled in Chicago in 1872. Engaging in the iron, banking and railways business he attained to no little prominence as a capitalist. He was a trustee of Newberry Library, president of the Chicago Historical Society and twice president of the Union League Club. Author and Shakespearian scholar, he left a void in Chicago when he passed away, especially among the literati.

JOHN T. McCUTCHEON

John Tinney McCutcheon was born in South Raub, Indiana, May 6, 1870. Graduated with A. B. degree from Purdue University in 1889. He is one of the nation's great cartoonists. Was with Chicago Record and Record Herald 1889-1903. Since that time he has been with the Chicago Tribune. As special cartoonist, has seen service in all parts of the world. He is a member of many clubs and societies. Married Evelyn Shaw in 1917.

MELVILLE E. STONE

Melville E. Stone, born at Hudson, Ill., 1848, coming to Chicago in 1860, set up a machine shop which was detroyed by the 1871 fire. He turned to journalism and soon was editor of his own paper. In 1875 he founded the "Chicago Daily News," which he conducted until 1888. Until nearly the end of his life he was General Manager of the Associated Press. In 1888 he turned his attention largely to banking. He died February, 1929.

JAMES O'DONNELL BENNETT

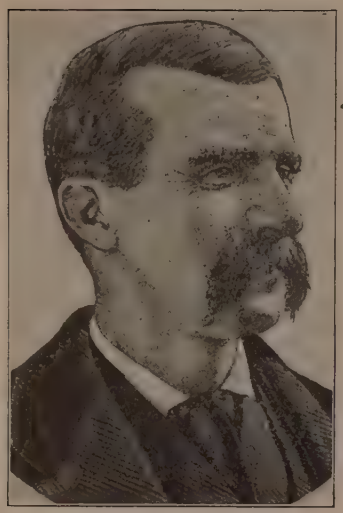
One of Chicago's most brilliant newspaper correspondents and authors is James O'Donnell Bennett. He was war correspondent in the Spanish war, dramatic critic of the Record-Herald, later on the Tribune, and won fame as correspondent in the World War. He is the author of a number of books, of which the best known, perhaps, is "The Best Beloved Books." Mr. Bennett was born in Jackson, Mich., 1870.

BERT LESTON TAYLOR

B. L. T., the first conductor of the Chicago Tribune's famous "A Line o' Type or Two" was born in Goshen, Mass., November 13, 1866, and died in Chicago March 19, 1921. Immediately after graduation from the College of the City of New York he began his newspaper career. He came to Chicago in 1899, and became conductor of "A Line o' Type or Two" in 1901 and continued in that position, except for one interval, until the time of his death, March 19, 1921.

THOMAS WOOD STEVENS

Thomas Wood Stevens, director of the Civic Repertory Company of the Goodman Memorial Theatre, was born in Illinois in 1880 and received his schooling in Armour Institute, Chicago. Specializing in the printing arts he founded the Blue Sky Press. He was for ten years head of the Carnegie Institute of Technology Theatre, Pittsburgh. Author of several plays, he is a member of the Players, Cliffdwellers, and the Tavern Clubs.



JOHN H. HAVERLY

Aside from P. T. Barnum, John H. Haverly was known in his day as America's leading amusement manager. Opening up at the old Arlington Hall at Clark and Monroe Streets, he gathered about him a minstrel company which later evolved into a famous theatrical enterprise, which toured the country. He made an international reputation, especially in the field of minstrelsy.

DAVID HENDERSON

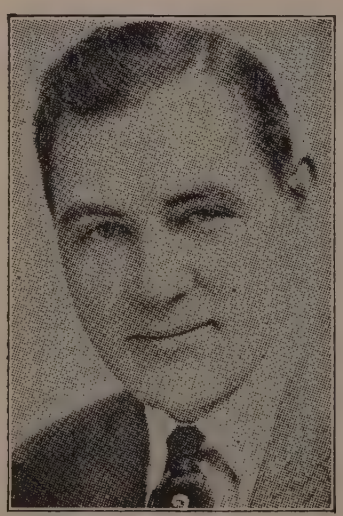
One of Chicago's most talented newspaper men was David Henderson, a native of Scotland, who came here in 1868. He was dramatic critic on the Inter Ocean, the Tribune and the Herald and later managing editor of the News. He then became a theatrical manager and was the first to stage extravaganzas in this city. He made this style of entertainment popular.

WILL J. DAVIS

Will J. Davis was born in Washtenaw County, Mich., Feb. 8, 1844. Educated in the public schools at Elkhart, Indiana, he came to Chicago in 1865. In 1877 he became proprietor of the Haymarket Theater. Later on, in 1890, he managed the Columbian Theater. In 1900 he crowned his managerial career by opening the Illinois Theater. His wife was Jessie Bartlett Davis, famous contralto. He died May 10, 1929.

MORTIMER HENRY SINGER

Mortimer Henry Singer is one of the younger theatrical managers. Born in Oconomowoc, Wis., April 13, 1878, he attended high school in Milwaukee. In 1907 he married Celia Nathan; their two sons are Jerome and Mortimer H., Jr. Mr. Singer has at times managed various theatres and amusement associations in St. Paul, Minneapolis, and Chicago. He is now manager of the Keith-Albee Orpheum Circuit.

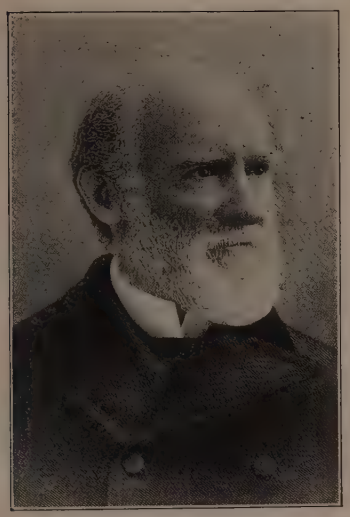


BENJAMIN H. ATWELL

Benjamin Atwell was born in Syracuse, New York, in 1877 and all his life has been in the newspaper and publicity field. Has been city editor of the Chicago Journal and Daily News, director of publicity affairs of the world's greatest artists. Ben Atwell has been a great factor in the success of Chicago's Civic Opera. He married Marcella Johnson, concert artist, in 1918. At present directing community property development in South Carolina.

RALPH THOMAS KETTERING

Ralph Thomas Kettering has figured extensively in Chicago theatrical circles, being at present general western manager for A. H. Woods. He was born in Chicago April 24, 1885, of theatrical ancestry including the name of Edwin Booth. On May 31, 1908, he married Helen Agnes Lingenfelter. They have two sons. In addition to such roles as treasurer, manager, director, and press representative, he has written many successful vaudeville sketches and plays of note.



THOMAS B. BRYAN

Thomas B. Bryan was born in Alexandria, Va., in 1828. He graduated from Harvard Law School and in 1852 settled in Chicago. He practiced his profession very successfully as a partner of the firm of Bryan and Hatch. He was first vice-president of the World's Columbian Exposition and it was largely through him that Chicago obtained the privilege of giving it. He died in 1906.

GEORGE R. DAVIS

George R. Davis, prominent Chicago lawyer, was born at Three Rivers, Mass. in 1840. After a distinguished career in the Civil War he came to Chicago where he practiced law and took a large part in military affairs. He was thrice elected Congressman on the Republican ticket and was Director-General of the World's Columbian Exposition. His death occurred in 1899.

WILLIAM T. BAKER

In 1851 William T. Baker was born in West Winfield, N. Y. Coming to Chicago in 1861 he rose from a series of unimportant positions to a partnership in the grain firm of Knight, Baker & Co., later W. T. Baker & Co. On the Board of Trade, of which he was twice president. His services in connection with the World's Fair of 1893 were extremely valuable.

THOMAS W. PALMER

Thomas Wetherell Palmer was born in Detroit, June 25, 1830. He attended public school and St. Clair Academy, later entering the University of Michigan. After serving as U. S. Senator, 1883-9, he was appointed U. S. Minister to Spain, 1889. From 1890-1893 he was president of National Commission of World's Columbian Exposition. Mr. Palmer died in Detroit, June 1, 1913.

CHARLES CARROLL BONNEY

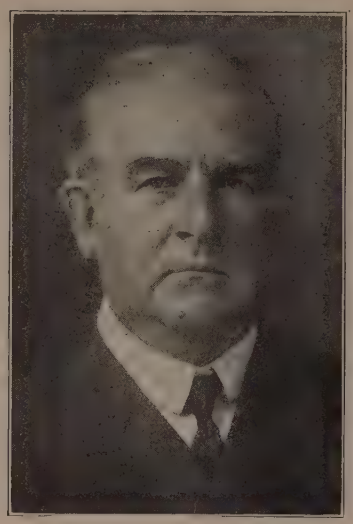
Charles Carroll Bonney was born in Hamilton, N. Y., 1831. He came to Chicago in 1860 where he practiced law. He was president of the Illinois State Bar Association and held several other important offices. Some of the reforms which he then originated have since been adopted with success. He was president of the World's Congress Auxiliary of the Columbian Exposition. He died August 23, 1904.

FREDERICK J. V. SKIFF

Although a resident of Denver, Colo., Frederick J. V. Skiff added so greatly to the success of the World's Columbian Exposition that he deserves a place in Chicago's history. During the Exposition he served as Commissioner of the Statistical Bureau and made a collection of the mineral products of Colorado of extremely high value. He was born in Chicopee, Mass., in 1851 and died in 1921.

KENESAW MOUNTAIN LANDIS

K. M. Landis was born in Millville, Ohio, in 1866. He studied law in Chicago, being admitted to the bar in 1891. While he was a United States District Judge he tried the famous Standard Oil rebate case, in 1907; and was arbiter of the building trade wage dispute of 1921. He is now Commissioner of Organized Baseball, wielding a tremendous influence in the national pastime—as final authority in league affairs.



ALBERT G. SPALDING

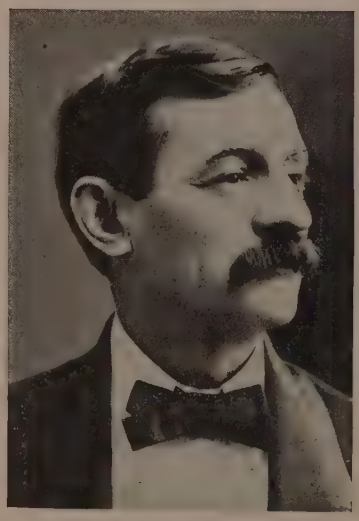
Albert G. Spalding gave more publicity to the American national sport, base-ball, than probably any other person. In 1876 he became manager and captain of the Chicago team, and later president. He took some thirty representative players around the world on a six months' tour. The Spalding sporting goods company, founded by him still thrives. He was born at Byron, Ill., in 1850 and died September 5, 1915.

ADRIAN C. ANSON

Adrian C. Anson, affectionately called "Cap," was more closely identified with baseball than any other Chicagoan. He came to Chicago in 1876 and for 22 years was captain and manager of what is now the Chicago National League team. Owned several billiard halls and bowling alleys. He was prominent in Democratic politics and served a term as city clerk. Born in 1852, he died in 1922.

AMOS ALONZO STAGG

Amos Alonzo Stagg, affectionately known as "The Old Man" was born at West Orange, N. J., 1862. Graduate of Yale and the International Y. M. C. A. Colleges, he holds several degrees. Since 1900 he has been Director of the Department of Physical Culture and Athletics at the University of Chicago, the athletic field of which is named for him. He also holds the title of professor.



JACOB SCHAEFER

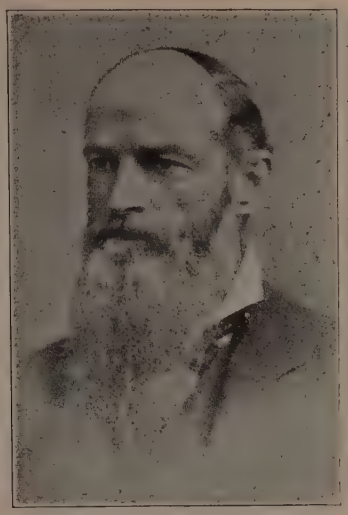
Jacob Schaefer was born in Milwaukee, February 5, 1855. No one who ever played professional billiards was quite as popular as he. He was world champion so long that he was looked upon almost as an institution. Known to all his friends as "the little wizard," and by his kindly and modest demeanor endeared himself to the sport-loving world. Mr. Schaefer died of tuberculosis in Denver March 8, 1910.

HARRY M. GRABINER

Harry M. Grabiner, Secretary of the Chicago White Sox has lived and thought baseball all his life. Born in Chicago Dec. 26, 1890, he learned the game as a youngster. His first employment was baseball. He joined the "Sox" in 1905 and is still with them, relieving his superior, Charles Comiskey of most of the worries and details that devolve upon the director of a big League Ball Club.

JOHN A. ROACH

John A. Roach was elected the thirty-ninth mayor of Chicago while still a comparative stranger to the city, because of his winning personality and his convincing bearing. He was born in Utica, New York, Aug. 12, 1844, and came to Chicago in 1867 as representative of a machinery manufacturer. He later became manager of the Otis elevator company. He died March 8, 1924.



DE WITT C. CREGIER

DeWitt C. Cregier, the fortieth mayor of Chicago was born in New York, June 1, 1829. Coming to Chicago in 1853 he became vitally interested in the city and as head of the water works and commissioner of public works, gave the city a good account of his ability. He had many friends and was elected to the mayoralty by a large majority. He died in 1898.

HEMPSTEAD WASHBURNE

Hempstead Washburne came to Chicago in 1874 with a thorough understanding of European culture and the ability to solve concrete problems. After a brilliant rise in private practice he became city attorney in 1885 and in 1891 mayor of Chicago. He was born in Galena, Ill., Nov. 11, 1852, the son of the Honorable Elihu B. Washburne. He died April 13, 1918.

JOHN P. HOPKINS

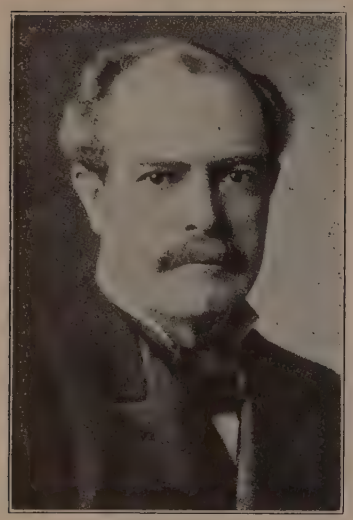
John P. Hopkins, the forty-third mayor of Chicago was the youngest man ever to hold that post. He fought hard in youth against uneven odds in life, supporting his mother and her family as a workman in the Pullman company works. Born in Buffalo, N. Y., Oct. 29, 1858, he worked as a lad in a foundry. He was thirty-five when elected mayor. He died in 1918.

GEORGE B. SWIFT

George B. Swift was born in Cincinnati, Ohio on December 14, 1845. With his family he came to Chicago in 1862. He was educated at the old Skinner School, the West Chicago High School and Chicago University. Mr. Swift was Commissioner of Public Works from 1887 to 1889. In 1893 he was nominated for mayor to fill the unexpired term of Carter H. Harrison. Elected mayor in 1895. He died in 1912.

CARTER H. HARRISON

Carter H. Harrison, son of the famous mayor who was assassinated, himself has been Mayor five terms. He took up the work his father left and carried it on well. Born here April 23, 1860, he became a journalist of note. During his later years he has been a famous traveller and has contributed much to Chicago culturally. Though retired from the political arena, his counsel is still sought by Democratic leaders.



EDWARD F. DUNNE

The son of Irish immigrants, Edward F. Dunne has lived in Chicago since 1876, and rose to the highest office in the state. He was by turns member of the legislature, successful attorney, Circuit Court judge, Mayor of Chicago, 1905-1907, and finally, in 1912, was elected governor of Illinois. He is still one of the city's foremost attorneys, a power in politics, and one of Chicago's most respected citizens.

FRED A. BUSSE

Fred A. Busse, a native Chicagoan, was born March 3, 1866. He was first engaged, with his father, in the hardware business, and later entered the coal business, becoming president of the Busse Coal Company. An active Republican, he was State Treasurer of Illinois, 1902-6, a member of the Republican State Committee from the 9th District and of the Cook County Central Committee. He was Mayor from 1908 to 1912. He died in 1914.

WILLIAM HALE THOMPSON

William Hale Thompson, political storm center and three times mayor of Chicago, is one of the city's most picturesque characters. His oratorical battle with King George of England won him world notice in his last campaign. He was born in Boston, May 14, 1869. He was noted as a football player and yachtsman and took up politics when his friends demanded it. Even those opposed to him politically credit him for many accomplishments.

WILLIAM EMMETT DEVER

William Emmett Dever, mayor of Chicago from 1923 to 1927, was born in Woburn, Mass., March 13, 1862, where he received his early education. Later he obtained his law degree at the Chicago College of Law. After three years in the leather manufacturing business with his father, he began the practice of law in 1890. Among other activities, he was alderman of the 17th ward five terms, and judge of the Superior Court of Cook County.

FREDERICK W. UPHAM

Frederick Upham was born in Racine, Wisconsin, on January 29, 1861. He was educated in the schools of Racine and Ripon, Wisconsin. Moving to Chicago he organized a lumber company of his own. He eventually became president of the Consumers Company. Mr. Upham was prominent for years in the National Conventions of the Republican Party. He died, at the height of his career, Feb. 15, 1925.

HENRY L. HERTZ

Henry L. Hertz arrived in this country with $11, unable to speak a word of English. Five days later found him in Chicago (in 1869). He had been educated in Copenhagen, where he was born in 1847. After divers positions in and out of Chicago he entered politics in 1876 and became County Coroner in '84, his tenure including the Haymarket Riot. He died in July 3, 1926.

MOSES PURNELL HANDY

Moses Purnell Handy was born at Warsaw, Missouri, in 1847. In addition to gaining national fame for his outstanding activities in the field of journalism, he was also considered one of the best known after dinner speakers in America. His wife was Miss Sarah Matthews. Mr. Handy's death occurred in 1898. He won recognition as organizer of the Publicity and Promotion Department of the World's Fair.

HERMANN F. SCHUETTLER

Hermann Schuettler was born in Chicago on July 14, 1861. Leaving school at the age of thirteen he served as a machinist apprentice, as a street car conductor and joined the Police Department June 13, 1883, reaching the highest office, that of Superintendent of Police. His reputation as a great detective remains as a memory of one of the most popular police officers Chicago ever had. He died August 22, 1918.

JOHN E. WILKIE

John E. Wilkie, former head of the United States Secret Service is now an electrical traction executive, being vice-president of the Chicago street railways company. He was born in Elgin April 27, 1860. Began his career as a newspaperman on the Chicago Times. Making a specialty of criminal investigations, he became Chief of U. S. secret service in 1898 and organized a force to cope with Spanish spies.

JOHN P. WILSON, II

John P. Wilson, II. was born in Chicago, October 7, 1877, the son of John P. and Margaret C. (McIlvaine) Wilson. Graduated from St. Paul's School, Concord, New Hampshire, in 1896, Williams College, 1900, with A. B. and Harvard in 1903 with LL. B. He has practiced in Chicago since 1903, his firm being Wilson, McIlvaine, Hale and Tempelton. Member of Chicago Bar Association, Chicago Law institute and Alpha Delta Phi.

RANSOM KENNICOTT

Ransom Kennicott, grandson of Dr. John A. Kennicott, pioneer doctor, was born at the Grove. Attended Northwestern University. He is consulting tree surgeon for South Parks. Has served on boards of various societies. Has been Chief Forester of Cook County Forest Preserve since its beginning and planned its policy. He is also president of the Ohio Valley Conference of Park Executives.

HUBBARD CARPENTER

Hubbard Carpenter was born in Park Ridge, Illinois, September 29, 1874, the son of George Benjamin and Elizabeth Curtis Greene Carpenter. He attended the University School, Chicago, and graduated from Harvard University with the A. B. degree in 1897. Mr. Carpenter has for years been active in the firm founded by his father and is now president of George B. Carpenter and Company, ship chandlers.

JULIETTE KINZIE

Mrs. John A. Kinzie, daughter of Arthur Magill of Middletown, Connecticut, was married August 9, 1830, to Colonel Kinzie, then Indian agent at Fort Winnebago. Coming to Chicago to reside in 1834 they, with Gurdon S. Hubbard were the founders of St. James Church. Mrs. Kinzie was the author of Wau-bun. She died September 18, 1870.

NELLIE KINZIE GORDON

Nellie Kinzie Gordon was born in Chicago, June 18, 1835, daughter of John H. and Juliette (Magill) Kinzie. Married at St. James Church, of which her mother was a founder, December 21, 1857, to General W. W. Gordon of Savannah, Georgia. Her husband served in the Confederate Army while her father and brothers were in the Union Army. She died at Savannah, February 22, 1917.

JULIA HOLMES SMITH

Julia Holmes Smith was born in Savannah, Ga., in 1838, and came to Chicago in 1876. She practised medicine for thirty-five years. She was the first woman trustee of the University of Illinois, a fellow of the American Medical Association and a member of a number of other medical and women's organizations. She is a pioneer in the General Federation of Women's Clubs.

SARAH HACKETT STEVENSON

Dr. Sarah Hackett Stevenson was born at Buffalo Grove, Illinois February 2, 1849, received her degree from the Woman's Medical College of Northwestern University in 1874 and went to Europe for two years' study. She was a member of Ill. State Medical Society, the first woman on staff of Cook County Hospital. Was instrumental in establishing Maternity Hospital, Ill. Training School for Nurses and Home for Incurables, and bequeathed a fund for a lodging house for women. She died in 1910.

JOHANNE M. LOEB

Johanne M. Loeb was born May 25, 1844, in Rensburg, Schleswig-Holstein, and came to America with her parents in 1856. She was educated in Chicago. Married Moritz Loeb and had four sons, Sidney, Julius, Albert and Jacob M. All her life was active in welfare work and charity. Her intellectual gifts, and sterling character made her one of the best loved women in the community. She died in October, 1917, mourned by a host of friends.

HANNAH HORNER

Hannah Horner was born at Dieberg, Hessen-Darmstadt, Germany on January 17, 1830. In 1849 she married Henry Horner, pioneer wholesale grocer. Possessing a remarkable character, courageous and resourceful, she aided her husband in his business career, continuing it after his death. With all these responsibilities she reared a splendid family of eleven children and still had time for charity work. She died in 1902.

MARY M. BARTELME

Mary M. Bartelme was born in Chicago. Graduated from Northwestern University and was admitted to the Illinois Bar in 1894. In 1897 was appointed as Public Guardian of Cook County. On March 3, 1913, was appointed to Juvenile Court. Served there until 1923, when she was elected to the Circuit Court Bench and assigned to Juvenile Court. Re-elected June, 1927.

MARY ELIZA McDOWELL

Miss Mary E. McDowell, a native of Cincinnati, has been most active in social reform, and has headed the University of Chicago Settlement since 1894, when she organized it. In Mayor Dever's regime she was Commissioner of Public Welfare. Miss McDowell is a member of numerous social service organizations and has, as such, done some notably constructive work.

CATHARINE WAUGH McCULLOCH

Catharine W. McCulloch, born at Ransomville, N. Y., 1862, graduated from Rockford College and the Union College of Law, Chicago, in 1886. She was admitted to the Illinois bar and to that of the United States Supreme Court. She was one of Woman Suffrage's most ardent supporters and her works on law and economics are very valuable. She married Frank H. McCulloch in 1890.

HARRIET VITTUM

Miss Harriet Vittum, born in Canton, Illinois, first entered upon social welfare work in Chicago in 1893. A graduate of Knox College, she has always been prominent in welfare activities and has interested herself deeply in politics. In 1914 she ran for alderman and in 1916 was delegate to the Progressive National Convention. She belongs to various social service organizations and has been head resident of Northwestern Social Settlement since 1906.

CAROLINE KIRKLAND

Caroline Kirkland, daughter of Joseph and Theodosia B. Kirkland, was born in Syracuse, N. Y.; reared in Chicago, she has spent all of her life here, except several years occupied in travel during which she visited Central and South Africa, as well as many European countries. For twenty years she has been a writer on the staff of the Chicago Tribune, under the pseudonym of "Mme. X." She is the author of "Some African Highways" and "Chicago Yesterdays"

HARRIET MONROE

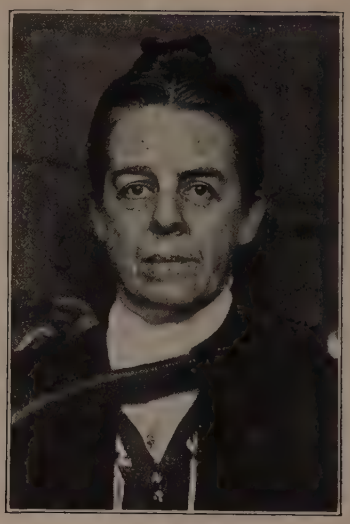
A native of Chicago, Miss Harriet Monroe has made this city the place of publication of her well-known magazine "Poetry", by which she does much to foster the publication of new verse. She is author of several books of verse herself, and wrote the famous "Columbian Ode" for the dedication exercises of the World's Columbian Exposition in 1892. In Chicago's literary circles Miss Monroe is regarded as a real leader.

FRANCES ELIZABETH WILLARD

Frances E. Willard, born at Churchville, N. Y., 1839, graduated from the Northwestern Female College at Evanston, Ill., 1859. She traveled and taught for many years, resigning her professorship of Aesthetics at Northwestern University to become president of the Women's Christian Temperance Union. She was one time editor of "The Chicago Evening Post" and a well-known teacher and reformer. She died 1898.

ELLEN G. STARR

Miss Ellen G. Starr who, with Jane Addams, started Hull House, has for many years been known as one of the best influences in the social work of Chicago. The main activities with which her name is familiar are associated with the Union Labor Movement, particularly with the Amalgamated Clothing Workers. She was born in England. Her earliest work with Cobden-Sanderson, the great book binders, was one of her life's finest experiences.



MARION TALBOT

Miss Marion Talbot was born in Switzerland of American parents and educated in Massachusetts. She was instrumental in organizing the precursor of the American Association of University Women, of which she later became secretary, then president. Appointed Dean of Women of the University of Chicago in 1892, she continued in this capacity for over three decades, and is looked upon as one of Chicago's foremost women.

MARTHA HILLARD MACLEISH

Martha Hillard MacLeish was born in Connecticut and educated at Vassar College. She taught at Vassar and later became principal of Rockford, Illinois, Seminary. In 1888 she married Andrew MacLeish, head of Carson, Pirie, Scott & Company. Has been president of Illinois Child Study Society, deeply interested in missionary work, for many years a member of the Fortnightly Club and Chicago Woman's Club. She has been president of the latter for the two years past.

MARY LEWIS LANGWORTHY

Mary Lewis was born in Alfred, N. Y., in 1872, educated in the East and married to Benjamin F. Langworthy in 1897. Mrs. Langworthy is prominent in women's affairs, presiding over several organizations. She is a past president of the Woman's City Club. She is a member of the D. A. R., Chicago Woman's Club, League of Woman Voters, Government Planning Association, Chicago Adult Education Conference, and others.

PAULINE PALMER

Pauline Palmer was born in McHenry, Ill. She has achieved a considerable reputation as an artist, having exhibited widely during the last quarter of a century. Her most recent triumphs included winning the Silver Medal Prize (1921), Fine Arts Prize (1922), Maurice Rosenwald Prize (1926) and Chicago Galleries Assn. Prize (1927). She is President of the Association of Chicago Painters and Sculptors.

LOUISE DeKOVEN BOWEN

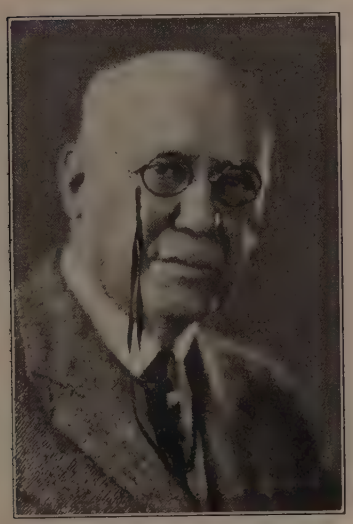
Louise DeKoven Bowen, born in Chicago, 1859, is well-known for her civic and reform activities. She was ten years the President of the Woman's City Club; thirty-five years Treasurer and Trustee of Hull House Association; twenty-nine years President of the Juvenile Protective Association, etc. Holder of many other positions and of two degrees; she is also author of two valuable books.

CHRISTINE J. ANDERSON

Christine J. Anderson was born in Stockholm, Sweden. Her parents, Peter Falk Wingreen and Bengta (Olden) Wingreen, came to America in 1868 and settled in Chicago. They were burned out in the Chicago Fire. Ancestors were noted people in Sweden dating back to Charles XII. Mrs. Anderson, with her husband founded the Anderson Galleries in the Fine Arts.

AMELIA SEARS

Since 1903 Miss Sears has been a social worker. At various times she has been director of the Woman's City Club, where she was in close contact with the civic agencies of the city; Assistant General Superintendent of the United Charities, and appointive positions under the Governor and Mayor. She is author of "Charity Visitor."



MICHAEL ALTMAN

Michael Altman was born in Prairie du Chien, Wisconsin, August 16, 1857. In 1865 he moved with his parents to St. Louis, coming to Chicago in 1870. In 1880 he engaged in the fancy meat business, and from 1885 until his death September 20, 1928, was prominent in the fancy grocery line. Extremely well known in the theatrical profession, he was an ardent first nighter, and possessed a personality which made him very popular.

CHARLES D. KAUFMANN

Charles D. Kaufmann, president of the Kaufmann & Fabry Company of commercial photographers, was born in Bohemia on December 15, 1888. He came to Chicago in 1898. He has been in the commercial photography business for twenty-five years. Mr. Kaufmann is past president of the National Commercial Photographers Association and of the Chicago Commercial Photographers Association.

HERMAN FABRY

Well-known commercial photographer, Herman Fabry has achieved a city-wide reputation. He was born in Germany in 1879, coming to America at the age of three. Here he received a public school education. Since 1904 he has been engaged in photography. In 1911 he formed a partnership with Charles Kaufmann, and is now secretary and treasurer of Kaufmann & Fabry Company.

MALCOLM COTTON BROWN

Lieutenant Malcolm Cotton Brown, son of Mr. and Mrs. Charles A. Brown, of Hinsdale, Illinois, was born on March 26, 1897. He attended St. Paul's School, at Concord, N. H., and later Mass. Inst. of Tech., at which time he enlisted. In 1917 he joined the Royal Flying Corps, trained at Camp Benbrook, Texas, and sailed for France in February, 1918. He was commissioned First Lieutenant in England in June, 1918. His death occurred in an aeroplane accident near Gloucester, England, on July 23, 1918.

CAPT. WALTER H. SCHULZE

Captain Walter H. Schulze, son of Mr. and Mrs. Paul Schulze, Kenilworth, Illinois, was born in Chicago September 2, 1893. He was educated at Shattuck Military Academy, Yale and West Point Military Academy, graduating with commission of Second Lieutenant. He was assigned to the 3rd Cavalry, and soon promoted to rank of Captain, sailing for France in October, 1917. Later he transferred to the Aviation Service, and was killed in an aeroplane accident June 2, 1919, near Coblentz, Germany.

JOY CURTIS BOURNIQUE

Ensign Joy Curtis Bournique, son of Mr. and Mrs. Eugene A. Bournique of Highland Park, was born in Chicago, June 4, 1895. Was graduated from Lake Forest Academy; enlisted in Naval Reserves in April, 1917, while attending Yale, stationed first at New London, Conn.; transfered to Aviation Service March, 1918; trained at Mass. Institute of Technology, at San Diego and Pensacola, where he was commissioned, and remained as instructor. He was killed in aviation accident September 24, 1918.

GEORGE A. McKINLOCK, JR.

George A. McKinklock, Jr., was born in Chicago May 16, 1893. After attending the Fay and St. Mark's Schools at Southborough, Mass., he entered Harvard and graduated in 1916. September, 1917, he sailed for France joining the First Division as liaison officer on staff of Major Davis, 3rd Brigade Machine Gun Battalion. After battle of Cantigny, was chosen as liaison officer on staff of Major General Buck. Killed at the Battle of Soissons July 21, 1918.

PVT. GEORGE WEBSTER OTIS

Private George Webster Otis, son of Mr. and Mrs. Joseph E. Otis, 1441 North State Street, was born in Chicago, June 28, 1895. Attended Phillips Academy and Yale. Enlisted in 17th Ry. Eng. at Atlanta, Ga. Sailed for France in August, 1917. Served with rank of Wagoner until September, 1918. Sent to Saumur Artillery School, and was recommended for commission in heavy artillery. He died of appendicitis at Savenay, France, in February, 1919.

LIEUT. KENNETH MacLEISH

Lieutenant Kenneth MacLeish, son of Mr. and Mrs. Andrew MacLeish, Glencoe, was born September 19, 1894. Educated at Yale. Enlisted March 26, 1917, in U. S. Naval Aviation, training at West Palm Beach, Florida. Ensign in U. S. Naval Reserve Flying Corps, and Instructor at Norfolk, Va. Sailed in October, 1917. Promoted to Lieut. Junior Grade June, 1918. Full Lieutenant in Navy in August. Killed in action October 14, 1918.

CAPTAIN HENRY BLAIR KEEP

Captain Henry Blair Keep, son of Mr. and Mrs. Chauncey Keep, 1200 Lake Shore Drive, was born September 25, 1891. Was educated at The Hill School, Pottstown, Pennsylvania, and Yale College. He entered Second Officers' Training Camp at Fort Sheridan, receiving commission as First Lieutenant. Sailed for France May 6, 1918. Commissioned as Captain at close of drive at Chateau Thierry. He was killed on October 5, 1918.

LIEUT. EDWARD HINES

Lieutenant Edward Hines was born in Chicago, July 24, 1896, son of Mr. and Mrs. Edward Hines, 1456 Ridge Avenue, Evanston. Attended Phillips Academy, Andover, Mass. Enlisted May 15, 1917, while student at Yale. Trained at First Officers' Training Camp, Fort Sheridan. Commissioned Second Lieutenant, Regular Army. Assigned to 4th Machine Gun Battalion, 2nd Div. Sailed for France Dec. 23, 1917. Died at Chaumont, France, June 4, 1918.

RALPH J. HINES

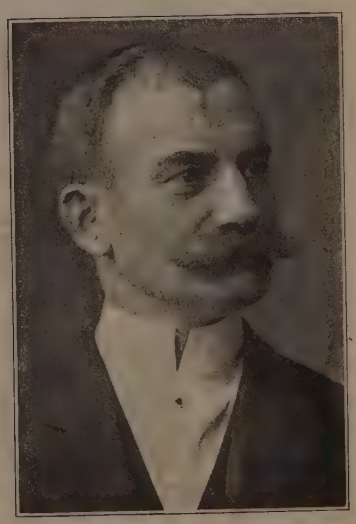
Ralph J. Hines was born in Chicago, June 22, 1900. He attended Andover Preparatory School and Yale University, studying later at Christ Church, Oxford. Tennis and riding are Mr. Hines' favorite sports. He is a member of the Colony Club, Yale; Bullingdon Club, Oxford; Racquet, Onwentsia and Shoreacres Clubs. He is now Senior Vice-president of the Edward Hines Lumber Company. He is also a trustee of the Chicago Centennial World's Fair.

LOUIS E. LAFLIN, JR.

Louis E. Laflin, Jr., was born in Chicago in 1898. His education was obtained at the Polytechnic School at Pasadena, Calif., the Lawrenceville Academy, and Princeton University. Mr. Laflin is engaged in the real estate business in Chicago. Much of his time is also occupied in the management of the family estate. He is the son of Louis Ellsworth and Josephine Knowland Laflin and a great grandson of Matthew Laflin.

LLOYD ALAN LAFLIN

The son of Louis Ellsworth and Josephine Knowland Laflin, Lloyd Alan Laflin was born in Chicago in 1903. He was educated at the Polytechnic School, Pasadena; Lawrenceville Academy, N. J.; and Princeton University. In addition to operations in the real estate field and the partial management of his family estate, he is a playwright of considerable promise. One of Chicago's younger sons, whose career will be watched with interest.



DAVID WORMSER

David Wormser was born in Landau, Germany, August 27, 1856, and came to Chicago in 1870. During his residence in Chicago he was one of her most respected citizens. He had an inspiring personality, which made him widely popular, especially in German-American and Jewish circles, in which he was a recognized leader. In his business life his clients were also his friends. Mr. Wormser died June 12, 1910.

CHICAGO: AN ODE

By WALLACE RICE

Chicago, Dear Mother and Queen, beautiful, strong, and alert,
Rich in motherhood's riches, diligent children and wise,
Robed as monarchs are robed, with azure and sable engirt,
Wonders of waters about thee, and swirling of toil-laden skies,
Beautiful art thou with labor, that children of men may be blest;
Lovely as mothers are lovely in youth, with a child at the breast;
Comely with duties fulfilled, more glorious duties beyond;
Mystic and wistful with dreams, noble ideals and fond.

Regal thy sway and secure over a broadening realm,
Workshop and coffer and mart, palace and playground and street,
Circled by ocean-like prairies that suns of the summer o'erwhelm
League upon league with harvests waving and golden and sweet;
Mighty art thou in thy children welcomed from every land,
Led by the seekers of old, those who gave hardship their hand,
Myriads strong in their manhood, eager to found them a state
Voided of dullards and drones, liberty-loving, elate!

Musing art thou by thy waters, fairest of all in the world,
Amethyst, beryl, and gleam, bordered with billowy foam,
Led by thy wisdom afar, where the Father of Waters is whirled
Down to the sapphirine Gulf—such is thy throne and our home.
Marvel we then that, alert, thou lovest the beauty of earth,
Miracled Color and Music, Art in its making and mirth,
Sending thy children abroad with Loveliness taken as bride,
Avid of Books and their bounty, of Learning and Science in pride?

O great City of Visions, waging the war of the free,
Rising, whatever thy wounds, a goddess in purpose and mien,
Guarding America's altar to battle the wrongs that yet be
Here we in piety strive, Chicago, dear Mother and Queen;
Here in thy clambering skyward, grateful for zeal that hath won
Forth from the marsh and the mire into the glow of the sun,
Out of the wrath of the flames unto thanksgiving and praise,
Glory to God in the Highest, undaunted our voices we raise!

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Beaubien, Jean Baptiste, 1026.
Beaubien, Mark, 605.
Becker, Leon V. *(Lewis-Smith)*, 1010.
Bemis, Mrs. Edward Brewster *(Lewis-Smith)*, 1024.
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Bendix, Vincent *(Moffett)*, 912.
Bennett, James O'Donnell, 1059.
Bensinger, Benjamin E. *(Moffett)*, 986.
Bensinger, Moses, 984.
Bevan, Thomas, 1038.
Bierd, William Grant *(Moffett)*, 806.
Billings, Dr. Frank *(G. Dobkins, Atlantic City)*, 827.
Birk, Edward J. *(Moffett)*, 983.
Birk, Jacob, *(Camera Art Shop)*, 981.
Birk, William A., 982.
Blair, Chauncey Buckley, 626.
Blair, Henry Augustus *(Underwood & Underwood)*, 810.
Block, Philip Dee *(Matzene)*, 797.
Blodgett, Henry W., 1032.
Blum, Harry H. *(Moffett)*, 1009.
Bohn, Henry J., 840.
Boldenweck, Louis Henry, 667.
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Bomash, Louis *(Bloom)*, 701.
Bonney, Charles Carroll, 1061.
Boone, Levi D., 1025.
Borland, John Jay *(Rocker)*, 652.
Both, William C., 839.
Botsford, J. K., 1030.
Bournique, Augustus E., 1048.
Bournique, Joy Curtis, 1070.
Bowen, Louise DeKoven, 1069.
Boyington, William W., 1036.
Boyles, Charles Carroll, 741.
Brainard, Dr. Daniel, 1029.
Brand, Michael, 1051.
Brand, Rudolph, 1051.
Breasted, James Henry, 1053.
Brewster, Walter Stanton, 906.
Britigan, William Henry, 968.
Bross, William, 1032.
Brown, Charles Albert *(Russell)*, 772.
Brown, Malcolm Cotton, 1070.
Brown, William H., 1033.
Brunker, Albert R., 921.
Bryan, Thomas B., 1061.
Bryant, Henry Beadman, 1041.
Bryson, Charles Lee *(Chambers)*, 1024b.
Budd, Britton I. *(Wallinger)*, 812.
Buffington, Eugene J., 796.
Burke, John, 1023.
Burnham, Daniel H., 864.
Burrows, William French, 707.
Busby, Leonard Asbury *(Underwood & Underwood)*, 811.
Bush, William H. *(Kellogg)*, 666.
Busse, Fred A., 1064.
Butler, E. B., 852.
Butler, Frank O. *(Moffett)*, 844
Butler, J. Fred *(Moffett)*, 845.
Butler, Julius Wales, 663.
Butler, Rush Clark *(Paul Stone, Raymor, Ltd.)*, 775.
Byford, Dr. William Heath *(Mosher)*, 648.

Cahn, Bertram J. *(Fernand de Gueldre)*, 991.
Calhoun, John, 1027.
Calhoun, William J., 1045.
Cardwell, James Robert *(Moffett)*, 920.
Carpenter, George B., 656.
Carpenter, Hubbard, 1065.
Carpenter, John Alden, 1057.
Carpenter, Philo, 607.
Carroll, John Alexander *(Kamen)*, 965.
Carter, Leslie, 761.
Case, Salmon, 855.
Caton, Arthur J., 1048.
Caton, John D., 612.
Chapin, Charles A. *(C. B. Wilbams)*, 944.
Chapin, John P., 1025.
Chapin, Henry K. *(Eugene Hatchinson)*, 947.
Chapin, Homer C. *(Loubell)*, 946.
Chapin, Lowell M., 945.
Cheney, Charles Edw., 1040.
Church, Thomas, 1026.
Clark, Sheldon *(Moffett)*, 933.
Clark, Wallace G. *(Moffett)*, 955.
Clarke, Harley Lyman *(Underwood & Underwood)*, 793.
Cleaver, Charles, 1028.
Clinch, R. Floyd *(Blank & Stoller)*, 910.
Clybourne, Archibald, 1028.
Cobb, Silas B., 1026.
Colbert, Elias, 1049.
Collyer, Robert, 1039.
Colvin, Harvey D., 1025.
Comiskey, Charles A., 1012.
Comiskey, John, 1030.
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Cooke, Flora Juliette, 1042.
Coolbaugh, William Findlay, 1033.
Cooley, Lyman E., 801.
Copland, David *(Daguerre)*, 988.
Corbin, Calvin R., 993.
Cornell, John Evans, 964.
Cornell, Paul, 637.
Couch, Ira, 1043.
Cowles, Alfred D. *(Blank & Stoller)*, 891.
Crane, R. T., 659.
Cregier, DeWitt C., 1063.
Crerar, John, 660.
Cudahy, Michael, 1028.
Curtiss, James, 1025.

Davis, George R., 1061.
Davis, Nathan S., 634.
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Dawes, Charles Gates, 685.
Dawes, William Ruggles *(Moffett)*, 687.
Dee, Thomas J. *(Russell)*, 925.
Defrees, Joseph Holton, 1024a.
De Koven, John, 647.
D'Esposito, Joshua *(Kellogg)*, 874.
Dever, William Emmett, 1064.
DeWolf, Calvin, 615.
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Dickinson, Dr. Frances *(Moffett)*, 880.
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Dixon, Arthur *(Moffett)*, 654.
Dixon, George W. *(Loubell)*, 892.
Doerr, William P., 967.
Donnelley, Reuben H., 890.
Donnelley, Richard Robert, 859.
Douglas, Stephen Arnold, 627.
Downs, Lawrence A., 999.
Doyle, Edward J., 789.
Drake, C. St. Clair, 829.
Drake, John Burroughs, 646.
Drake, John B. *(Moffett)*, 897.
Drake, Tracy Corey *(Moffett)*, 896.
Drummond, Thomas, 1032.
Dunham, John Hugh, 1028.
Dunne, Rev. Dennis, 1038.
Dunne, Edward F., 1064.
Durand, Calvin *(Dana Hull)*, 714.
Dyer, Charles V., 1029.
Dyer, Thomas, 1025.

Eckels, James H., 1037.
Eckstein, Henry G., 929.
Eddy, H. Clarence, 1056.
Egan, Dr. Wm. Bradshaw, 1029.
Ely, Edward, 1046.
Epstein, Max *(Matzene)*, 814.
Ettelson, Samuel A. *(Moffett)*, 777.
Evans, Evan *(Moffett)*, 918.

Fabry, Herman, 1069.
Fairbank, Nathaniel K., 703.
Fallows, Samuel, 817.
Farwell, C. B., 730.
Farwell, John V. *(Brand)*, 728.
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Faulkner, Elizabeth, 1042.
Faulkner, Samuel, 721.
Favill, Henry Baird, 1038.
Fay, Owen Harold, 1051.
Feehan, Patrick A., D. D., 1038.
Felt, Dorr Eugene *(Du Bois)*, 898.
Felton, Samuel M. *(Moffett)*, 805.
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Fergus, Robert, 624.
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Field, Eugene, 847.
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Finerty, John F., 1049.
Fischer, Gustave F. *(Du Bois)*, 699.
Fish, David, 732.
Florsheim, Leonard S. *(Lewis-Smith)*, 932.
Flower, Lucy Louisa, 879.
Follansbee, Mitchell Davis, 774.
Foreman, Edwin G. *(Moffett)*, 691.
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Foreman, Harold E. *(Chambers)*, 693.
Foreman, Oscar G. *(Chambers)*, 692.
Forgan, James B., 682.
Forrest, William S., 1045.
Fox, Charles E. *(Blank & Stoller)*, 966.
Freer, Lemuel C. P., 619.
Frey, Dr. Arthur G. *(Wm. L. Koehne)*, 830.
Friend, Emil, 849.
Fuller, Melville W., 640.
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Gage, Albert S., 1043.
Gage, Lyman J., 670.
Gale, Stephen Francis, 1026.
Garrett, Augustus, 1025.
Gary, Joseph E., 1044.
Gassette, Norman Theo., 1034.
Gates, John W., 1001.
Gilbert, Frank W., 1049.
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Gilchrist, John Foster *(Blank & Stoller)*, 788.
Goddard, Leroy *(Kellogg)*, 694.
Goldblatt, Maurice Henry *(Renslinger)*, 1021.
Goodman, Milton Frank *(Koehne)*, 1015.
Goodrich, Grant, 1032.
Gordon, Nellie Kinzie, 1066.
Gore, James Jefferson, 1047.
Gorman, James E., 809.
Gossage, Charles, 1046.
Gottfried, Matheus, 979.
Grabiner, Harry N., 1062.
Graham, Ernest Robert *(Moffett)*, 867.
Granger, Alfred Hoyt *(Moffett)*, 866.
Gray, Charles M., 1025.
Greenebaum, Elias *(Oil Painting)*, 639.
Greenebaum, Henry Everett *(Blank & Stoller)*, 690.
Greenebaum, James Eugene *(Moffett)*, 689.
Greenebaum, Moses Ernest *(Moffett)*, 688.
Grollman, Israel *(Moffett)*, 842.
Gross, Samuel Eberly, 1034.
Grossman, Frank I. *(Du Bois)*, 1003.
Grover, Zuinglius, 1041.
Gunn, Glenn Dillard, 1057.
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Gunther, Chas. Fred., 657.
Gurnee, Walter S., 1025.

Haas, Joseph Frederick *(Rayhuff-Richter)*, 959.
Haines, John C., 1025.
Hall, Charles R. *(Moffett)*, 938.
Hamill, Alfred E., 923.
Hamill, Charles D., 1056.
Hamill, Charles H. *(Kellogg)*, 770.
Hamill, Ernest A. *(Kaufman & Fabry Co.)*, 675.
Hamilton, Henry E., 1030.
Hamilton, Henry R., 894.
Hamilton, Richard Jones, 606.
Hand, Johnny *(Bloom)*, 824.
Handy, Moses Purnell, 1065.
Hardt, Dr. Leo Louis *(Moffett)*, 832.
Harding, George F., 963.
Harmon, John K. *(De Voe)*, 731.
Harper, William Rainey, 821.
Harrison, Carter Henry, 658, 1025.
Harrison, Carter H., 1063.
Haskell, Frederick Tudor *(Percival-Grinsted)*, 676.
Haugan, Helge A., 677.
Haugan, Oscar H. *(Moffett)*, 695.
Haven, Luther, 1033.
Haverly, John H., 1060.
Hayes, Charles M. *(Gibson, Sykes, & Fowler)*, 941.
Head, Franklin H., 1059.
Healy, George P. A. *(Portrait)*, 649.
Heath, Monroe, 1025.
Hedenberg, James Welsey, 754.
Hedenberg, John Wesley *(Moffett)*, 751.
Henderson, David, 1060.
Henius, Max, 828.
Henrici, Philip, 975.
Henrotin, Fernand, 1029.
Henson, P. S., 1040.
Herrmann, Urbine J., 939.
Hertz, Henry L., 1064.
Hesing, Anton C., 1049.
Higgins, Hon. Van Hollis, 1032.
Higinbotham, Harlow N., 736.
Hild, Frederick H., 1054.
Hill, Walter M., 834.
Hines, Edward *(Moffett)*, 902.
Hines, Lieut. Edward, 1071.
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Hirsch, Emil G. *(Russell)*, 819.
Holden, C. C. P., 1031.
Holden, Charles N., 1031.
Honoré, Henry Hamilton, 1044.
Hooley, Richard M., 861.
Hopkins, John P., 1063.
Horner, Hannah, 1066.
Horner, Henry *(Rider)*, 724.
Hotz, Christoph, 1050.
Howland, George, 1041.
Hoyne, Frank Gilbert *(Moffett)*, 628.
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Hubbard, Gurdon S., 604.
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Hughitt, Marvin *(Steffens)*, 803.
Hulbert, Edmund D. *(Moffett)*, 673.
Hurd, Harvey B., 1034.
Hutchinson, B. P., 669.
Hutchinson, Charles L., 672.
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Ickes, Harold L. *(Lewis-Smith)*, 765.
Ickes, Anna Wilmarth *(Lewis-Smith)*, 885.
Insull, Samuel, 785.
Isham, Ralph N., 825.

Jelke, John F. *(Lewis-Smith)*, 727.
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Jensen, Jens, 1052.
Jones, Fernando *(Steel Engraving)*, 614.
Jones, George Herbert, 799.
Jones, J. Russell, 1045.
Jones, Jenkin Lloyd, 1040.
Judd, Norman Buel, 1027.
Juergens, Wm. F. *(Moffett)*, 926.

Kaufman, Harry L., 949.
Kaufmann, Charles D., 1069.
Keep, Chauncey *(Matzene)*, 674.
Keep, Captain Henry Blair, 1071.
Keith, Edson, Sr., 1046.
Kelley, William V. *(Fernand de Gueldre)*, 922.
Kennicott, Ransom, 1065.
Kerfoot, Wm. D., 644.
Kesner, Jacob Levi *(Moffett)*, 962.
Kettering, Ralph Thomas, 1060.
Kimball, Curtis N., 907.
Kimball, William W., 653.
Kimbark, Seneca D., 1044.
King, Henry W., 1046.
Kinsley, Herbert M., 1047.
Kinzie, John H., 603.
Kinzie, Juliette, 1066.
Kirk, Alfred, 1042.
Kirkland, Caroline, 1067.
Kirkland, Joseph, 1058.
Klein, Fred, *(Moffett)*, 833.
Klein, Walter F., 835.
Kohlsaat, Herman H., 860.
Kolar, Andrew John, 700.
Komiss, David S. *(Moffett)*, 1008.
Kramer, Adolph F., 971.
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Laflin, George H., 655.
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Landis, Kenesaw Mountain, 1062.
Lane, Albert Grannis, 1041.
Langworthy, Mary Lewis, 1068.
Larned, Edwin C., 1031.
Lathrop, Bryan, 1056.
Lawson, Victor, 1043.
Legler, Henry E., 1054.
Lehmann, E. J., 1005.
Leiter, Joseph, 911.
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Leopold, Samuel F., 665.
Leslie, Amy *(Bloom)*, 837.
Lewis, Leslie, 1042.
Liebling, Emil, 1057.
Lincoln, Robert T., 753.
Lind, Sylvester, 1027.
Little, Richard Henry, 1058.
Lloyd, Alexander, 1025.
Locke, DeWitt Clinton, 1039.
Loeb, Adolph, 960.
Loeb, Jacob M. *(Blank & Stoller)*, 928.
Loeb, Johanne M., 1066.
Loesch, Frank J. *(Underwood & Underwood)*, 758.
Logan, Frank Granger *(Moffett)*, 851.
Logan, John Alexander, 1035.
Lord, Daniel Miner, 661.
Lorenzen, Captain Anton F. *(Moffett)*, 927.
Loring, Stella Dyer, 1042.
Lowden, Frank O. *(McClymondy, Rockford)*, 909.
Ludlam, Dr. Reuben, 1029.
Lumbard, Frank, 1055.
Lytton, George *(Blank & Stoller)*, 931.
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McClurg, Alexander C., 862.
McClurg, Ogden T. *(Moffett)*, 913.
McCormick, Cyrus, 934.
McCormick, Cyrus Hall, 631.
McCormick, Edith Rockefeller *(Kellogg)*, 886.
McCormick, L. Hamilton *(Harris & Ewing)*, 850.
McCormick, Leander J., 632.
McCulloch, Catharine Waugh, 1067.
McCutcheon, John T., 1059.
McDonald, E. F., Jr. *(Wallinger)*, 937.
McDowell, Mary Eliza, 1067.
McIlvaine, Caroline M., 1054.
McIlvaine, William Dickson, 997.
McIntosh, Arthur T. *(Moffett)*, 969.
Mack, Julian Wm. *(Moffett)*, 764.
McKinlock, George A., 1070.
McLaren, Wm. G., 1018.
McLaughlin, Frederic *(Lewis-Smith)*, 914.
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MacLeish, Andrew *(Moffett)*, 740.
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MacLeish, Martha Hillard, 1068.
MacVeagh, Eames *(Carl Bohnen)*, 899.
MacVeagh, Franklin *(George B. Bain)*, 713.
McVicker, James H., 635.
Madlener, Fridolin, 778.
Mandel, Leon *(Matzene)*, 743.
Mandel, Robert *(Matzene)*, 989.
Manierre, George, 620.
Mark, Clayton *(Moffett)*, 794.
Markham, Chas. H. *(Moffett)*, 807.
Markman, Samuel K. *(Bachrach)*, 973.
Marks, Clarence W., 748.
Marshall, Benjamin Howard *(Edgewater Beach Studio)*, 871.
Mason, Roswell B., 1025, 1035.
Mason, William E., 1035.
Marston, Thomas B. *(Marston)*, 759.
Massee, Burt A. *(Moffett)*, 936.
Mather, Alonzo C. *(E. L. Ray)*, 813.
Mayer, Elias *(Loubell)*, 781.
Mayer, Levy, 763.
Medill, Joseph, 857, 1025.
Melander, Silas Peter, 1052.
Mendelsohn, Felix *(Loubell)*, 1024d.
Meyer, Barthold, 1053.
Meyer, Martin, 1050.
Meyer, Oscar *(Hutchinson)*, 838.
Meyer, Walter W. L. *(Chambers)*, 780.
Meyne, Gerhardt F. *(Moffett)*, 873.
Michelson, Albert A., 1053.
Miller, John Stocker, 1044.
Milliken, Isaac L., 1025.
Mills, Luther Laflin, 752.
Mitchell, John J. *(Moffett)*, 679.
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Moir, Harry, 958.
Monroe, Harriet, 1067.
Moody, Walter Dwight, 1052.
Morris, Buckner S., 1025.
Morris, Edward, 712.
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Morton, Joy *(Moffett)*, 782.
Morton, Mark *(Dana-Hull)*, 783.
Mosher, Charles D., 1052.
Mueller, Paul Ferdinand *(Moffett)*, 846.
Mullaney, Bernard J. *(Moffett)*, 790.
Mundelein, George Cardinal *(Lavecch)*, 822.
Munger, Albert A., 1031.
Munroe, Charles A. *(Moffett)*, 791.
Myers, Johnston, 1040.
Myers, Lewis Edward *(Blank & Stoller)*, 792.
Myrick, Willard Franklin, 1028.

Nathan, Adolph *(Brentnall)*, 745.
Nelson, William Paul *(Moffett)*, 895.
Netcher, Charles, Jr. *(Moffett)*, 990.
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Newberry, Walter L., 1027.
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Newman, Jacob, 760.
Nickerson, Samuel M., 671.
Nightingale, Augustus F., 1041.
Nixon, William Penn, 858.

Ogden, Mahlon D., 1031.
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Otis, Pvt. George Webster, 1070.
Otis, Joseph Edward *(Moffett)*, 686.
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Page, Peter, 1026.
Palmer, Bertha Honore (Mrs. Potter) *(Steffens)*, 882.
Palmer, Pauline, 1068.
Palmer, Potter *(Mosher)*, 733.
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Pam, Hugo *(Moffett)*, 779.
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Peck, Ebenezer, 1032.
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Pelouze, Wm. Nelson *(Matzene)*, 904.
Pierce, Charles Ingals *(Blank & Stoller)*, 795.
Pike, Eugene S., 1048.
Pinkerton, William A. *(Moffett)*, 750.
Pirie, John T., 742.
Poole, William Frederick, 1054.
Porter, H. H., 804.
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Postl, Charles Michael, 1014.
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Pullman, George M., 636.
Purcell, Theodore Vincent *(Blank & Stoller)*, 787.

Quan, William Joseph, 723.
Quigley, Archbishop James E., 1038.
Quine, William E., 1029.

Raster, Herman, 1049.
Raymond, Benjamin W., 1025.
Read, Opie, 1058.
Ream, Norman B., 1048.
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Regensteiner, Theodore *(Underwood & Underwood)*, 843.
Rehm, Jacob, 645.
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Robinson, Theodore W. *(Chambers)*, 798.
Roden, Carl Bismark, 1054.
Rogers, Henry Wade, 848.
Romano, Lawrence P. *(Moffett)*, 972.
Root, George Frederick, 1055.
Root, John Wellborn, 1036.
Rosenthal, James *(Moffett)*, 766.
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Ross, Walter Southack *(Loubell)*, 930.
Rothschild, Abram M., 744.
Roullier, Albert Louis *(Eugene Hutchinson)*, 854.
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Sandburg, Carl, 1058.
Sargent, Fred Wesley *(Harris & Ewing)*, 808.
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Schaefer, Jacob, 1062.
Schmidt, Dr. Ernst *(Schneider)*, 638.
Schmidt, Minna, 889.
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Schoellkopf, Henry, 1047.
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Schuettler, Herman F., 1065.
Schulze, Paul *(Melvin A. Sykes)*, 976.
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Schwab, Martin C. *(Wm. L. Koehne)*, 870.
Sears, Amelia, 1069.
Seaverns, George A., 643.
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Selfridge, Harry Gordon, 1002.
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Skiff, Frederick J. V., 1061.
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Slack, Charles Henry, 1047.
Smith, Charles Benjamin, 1006.
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Sonnenschein, Robert, M. D., 831.
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Spooner, Frank Eugene *(Lewis-Smith)*, 662.
Spoor, John Alden, 998.
Sprague, Albert Arnold *(Moffett)*, 715.
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Staedter, Robert *(Melvin H. Sykes)*, 1016.
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Stagg, Amos Alonzo, 1062.
Starr, Ellen G., 1068.
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Stein, Adolph, 1011.
Stern, Henry Levy *(Lewis-Smith)*, 767.
Stevens, Ashton, 1058.
Stevens, Charles Anthony *(Fowles)*, 739.
Stevens, Eugene Morgan *(Blank & Stoller)*, 681.
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Stevenson, Sarah Hackett, 1066.
Stewart, Graeme, 1045.
Stock, Frederick, 1056.
Stone, Horatio O., 1034.
Stone, Melville E., 1059.
Storey, Wilbur F., 1049.
Storrs, Emery A., 1045.
Straus, Frederick William, 1037.
Straus, Samuel, 755.
Straus, Samuel J. Tilden *(Fernand de Gueldre)*, 697.
Straus, Simeon, 757.
Strauss, Joseph B., 875.
Stuart, General James E., 1035.
Sullivan, Louis H., 1036.
Swett, Leonard, 1044.
Swift, George B., 1063.
Swift, Gustavus Franklin, 704.
Swing, David, 818.

Taft, Lorado, 1053.
Talbot, Marion, 1068.
Taylor, Bert Leston, 1059.
Taylor, Graham, 1052.
Theurer, Joseph, 987.
Thomas, Hiram W., 1040.
Thomas, Theodore, 823.
Thompson, John R., Jr., 935.
Thompson, John R., 974.
Thompson, Mary Harris, 878.
Thompson, William Hale, 1064.
Tilden, Henry C. *(Moffett)*, 916.
Tobey, Charles, 729.
Tomlins, William L., 1055.
Trainer, John Milton *(Rayhuff-Richter)*, 954.
Traylor, Melvin A., 684.
Tree, Lambert, 621.
Trumbull, Lyman, 641.

Updike, Peter L., 608.
Upham, Frederick W., 1064.
Upton, George Putnam, 1055.

Vickery, Mabel, 884.
Van Osdel, John M., 1036.
Vittum, Harriet, 1067.

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Vitzthum, Karl Martin *(Moffett)*, 872.
Vocke, Hon. William, 1050.
Volk, Leonard Wells, 1053.
Vopicka, Charles Joseph, 980.

Wacker, Charles H., 863.
Waldeck, Herman *(Blank & Stoller)*, 680.
Walker, James H., 1046.
Walker, Nellie Verne, 1053.
Ward, A. Montgomery, 865.
Ward, Lydia Avery Coonley, 877.
Warner, Ezra J., I., 994.
Warner, Ezra J., II., 995.
Washburne, Hempstead, 1063.
Weber, Herman, 1047.
Wedeles, Isaac, 720.
Weinfeld, Charles *(Melvin Sykes)*, 769.
Wells, William Harvey, 1041.
Wenham, Charles F., 961.
Wentworth, John, 613, 1025.
Wentworth, Moses James, 1048.
Wetmore, Frank O. *(Moffett)*, 683.
Wetten, Albert Hayes *(Wallinger)*, 996.
Wheeler, Meyer, 749.
White, Frank Edson, 709.
White, Howard J. *(Kellogg)*, 868.
White, Rufus Austin, 1040.
Whiting, Lawrence H. *(Moffett)*, 1004.
Wild, Harrison M., 1056.
Wilkie, John E., 1065.
Willard, Frances Elizabeth, 1068.
Wilmarth, Mary Hawes, 876.
Wilson, John P., 900.
Wilson, John P. II *(Kellogg)*, 1065.
Wilson, Martha, 883.
Wilson, Percy *(Wallinger)*, 970.
Wilson, Thomas E. *(Koehne)*, 710.
Wolfsohn, Carl, 1057.
Woodruff, George *(Moffett)*, 696.
Woodworth, J. H., 1025.
Wormser, Dave, 1071.
Wormser, Leo, 773.

Yerkes, Charles T., 816.
Yoe, Peter L., 1033.
Young, Ella Flagg, 1042.

Zeisler, Fanny Bloomfield, 1057.
Ziegfeld, Dr. Florenz, 1057.
Zucker, Winfred J., 1007.